

SIX

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Dunlop Rubber Co. (China), Ltd. Pedder Bldg.

No. 27,850 HONG KONG, THURSDAY, JULY 16, 1931. PRICE \$3.00 Per Month.

KOWLOON 'BUS HELD UP BY ROBBERS.

Revolver Pointed at the Driver.

TAKINGS STOLEN.

An audacious armed robbery took place in Cheung Sha Wan Road last night. The whole affair only occupied the space of a few seconds, and any passers-by, if any, would not have had time to realise what was happening.

According to a report made to the Police last night, it appears that a Kowloon Motor Bus vehicle was proceeding along Cheung Sha Wan Road in the direction of the Star Ferry, at 11.30 last night, and when near the stopping place at the Sam Kwong Knitting Factory, the driver was signalled to stop by a Chinese, who boarded the bus at the front entrance.

Revolver Produced.

Immediately on boarding he produced a revolver, and pointed it at the driver. The conductor could not hear what the man said. Almost simultaneously two other Chinese boarded the bus, one entering the bus, the other remaining on the step. The man inside produced an automatic pistol, and held up the conductor, while the third man took the canvas bag which the conductor wore around his shoulder. This bag contained \$14.70 in money and a ticket punch, also 238 tickets which were for use yesterday only.

The three men then left the bus, two running along a scavenging lane at the side of the knitting factory, and the third man along the road at the south side of the factory in the direction of the hillside. The bus was stopped and the conductor raised the alarm, later proceeding to Mongkok Police Station, where the occurrence was reported.

The three men were all between 25 and 30 years old, and spoke in the Hakka dialect.

PESTS IN THE COLONY.

Undesirable Characters Again Convicted.

BAD RECORDS.

The prevalence of the crime of larceny from the person was commented upon by Inspector John Murphy in the Central Police Court this morning when he charged two Chinese with the larceny of a leather purse, containing \$4 in money, from another Chinese.

The second man was further charged with having disobeyed an order of banishment.

Inspector Murphy said that two District watchmen noticed the accused following the complainant from Queen's Road, down Pedder Street to the Praya. Here the complainant turned eastward, and on nearing the N.Y.K. offices the first accused was seen to take the purse from a pocket, whilst the second man attracted the complainant's attention by jostling him.

The first accused who was twice convicted in 1920 for similar crimes, and was subsequently banished for ten years, was sentenced to six months' hard labour.

Referring to the second man, Inspector Murphy said that he was banished in 1922 for a term of ten years. He was then considered to be involved with bad characters, and was a danger to the peace of the Colony.

Mr. Williams passed sentence of four months on each charge, the terms to run consecutively.

GANDHI'S ADVISER.

Alleged Breaches in the Pact.

Simla, Yesterday.

"God is my Adviser General," said Gandhi, when asked on his arrival here if he would take advice as to the resumed Round Table Conference in the Autumn.

Gandhi, who is accompanied by his wife, has come to Simla to discuss with the Viceroy alleged breaches in the pact.

SALARIES FOR M.P.'S AT HOME.

Penalties for Disorderly Behaviour.

COMMONS' MOTION.

Rugby, Yesterday.

The Prime Minister stated in the House of Commons that the Government proposed to give facilities at an early date for a motion on the subject of the payment of salaries to members who in future might be suspended from service of the House.

Following the recent disorder in the House opinion had been growing among members of all parties that additional penalties for disorderly behaviour are desirable and the Prime Minister's announcement foreshadowed consultations with Party leaders on the exact terms of the motion.—British Wireless Service.

U.S. MORATORIUM PLAN.

No Opinion Ventured by Britain.

"WOULD BE PREMATURE."

Rugby, Yesterday.

In the House of Commons today, questioned in regard to the attitude of the British Government towards the negotiations between Germany and France as to the conditions of acceptance of the Hoover Moratorium Plan, the Under-Secretary for Foreign Affairs, Dr. Hugh Dalton, said that pending the conclusion of the important conversations taking place in Paris and Berlin during the present week any further statement would be premature.—British Wireless Service.

CHINESE BANDITS STILL FREE.

Murderers of Father Tierney at Large.

COMMONS QUESTION.

Rugby, Yesterday.

Dr. Hugh Dalton, in reply to a question in the House of Commons today, said that the murderers of the lady missionaries and the bandits who captured the late Father Tierney had not yet been apprehended by the Chinese Government.—British Wireless Service.

FRENCH 'PLANE WRECKED.

In the Wilds of Siberia.

ICE ON ENGINE.

Paris, Yesterday.

M. Doret and Lt. J. Le Brix, who failed in their effort to fly from Paris to Japan non-stop, were forced to come down in the wilds of Siberia owing to failure of their engine, in consequence of the formation of a layer of ice, as the result of their prolonged flight in fog and bad weather.

The machine landed in a forest and was wrecked.—Reuter.

[A Reuter message from Irkutsk, published yesterday, stated that according to information received by the local flying authorities, the airmen were forced to descend near Nijneudinsk, which is situated some 500 kilometres west of Irkutsk. The distance covered was thus approximately 2,400 miles. Assuming this to be correct, Le Brix and his companion failed to establish a new long-distance record, as their fellow countrymen, Costes and Bellonte, in 1929, flew from Paris to Tientsin, a distance of 4,900 miles.]

A later message from Irkutsk stated that the aeroplane was damaged, and that one of the crew suffered an injury to his knee joint. The other member of the party was unhurt. A request was made that they should be conveyed back to Moscow by rail.

SLAUGHTERING OF ANIMALS.

Move Towards Reform in Malaya.

MALAYS INTERESTED.

What is probably the first demonstration of humane slaughtering ever given before Malays took place at Klang recently. Hitherto Mohammedan opinion has held that, in order to comply with the Koran, animals to be used for food must be slaughtered by cutting their throats without previous stunning. The reply of the reformer is that an animal which is stunned by a captive-bolt pistol is not dead when its throat is cut, and that the tenets of Mohammedanism are therefore not infringed.

Up to now, however, little or no progress has been made towards converting orthodox Mohammedan opinion, although one or two of the Sultans of Malaya are believed to be more sympathetic than others, and it remains to be seen whether the Klang demonstration will effect any change. There was an unexpectedly large and influential attendance at the latter event, including the chief kathi of Selangor, the Dato Kaya, the Tungku Badar, a number of other leading Malaya, and members of the local Sanitary Board, says the Kuala Lumpur correspondent of the Straits Times.

First a bullock was killed by the method now used. It was tied to a post and its legs jerked from beneath it by ropes, causing it to fall with a heavy and painful shock on its side. The neck was then stretched and the throat cut with a keen-bladed knife. The captive-bolt pistol was next demonstrated. This is really a mechanical pole-axe; the bolt is discharged by a cartridge, penetrates the brain to a depth of about two inches, and immediately returns to the pistol, having caused immediate and permanent unconsciousness.

Quickness with the Pistol.

In this case an animal was led into the room, quietly tied up, and stunned with the pistol. It immediately fell to the ground, where it was pushed on to its side and its throat cut, the reflex movements of its legs showing obviously that life had not departed, although it was unconscious.

Any estimate of the effect of the demonstration on the Malay audience must be very tentative, pending the report which the chief kathi is to make to the Sultan of Selangor. The Malay gentlemen were undoubtedly impressed with the quickness and humaneness of the new method, but they will require an authoritative opinion that the new method complies with the requirements of their religion before they adopt it.

It should be added that there are European veterinary surgeons in Malaya who pour contempt on those who advocate the mechanical stunning of cattle and sheep and whom they are pleased to call ignorant sentimentalists. These defenders of the knife contend that the severing of the arteries in the throat causes a rush of blood from the brain which produces immediate unconsciousness, and that the only pain which the animal feels is that of the incision across its throat.

Even that momentary pain is worth preventing, however, and that, added to the fact that human knowledge of the extent to which animals may feel fear and apprehension in the slaughterhouse is still far from exact, leaves the sentimentalists still unrepentant advocates of mechanical stunning before slaughter.

The production of raw silk in Novosibirsk during 1930 amounted to 3,460 gallons, the main part of which was exported to Japan.

COLLAPSE OF GOLD.

STERLING DROPS TO LOWEST LEVEL.

FRANCS RISE.

REICHSBANK STOPS CREDIT.

New York, Yesterday.

Business in Wall Street was not so dull, an outstanding feature being the drop in sterling to 4.33 15/16—the lowest since the return of Britain to the gold standard. It rallied later above 4.84. On the contrary, the franc (cables) jumped to 3.93 3/4, a new 1931 high level.

Sterling closed at 4.83 7/16 after heavy selling against purchases of francs attributed to France. Francs spurred to 3.94 1/4, at which gold could be easily shipped to France from New York.

Washington, Yesterday.

The situation in Germany was regarded at White House as being much more hopeful to-day.—Reuter's American Service.

[A New York message of May 23 stated:—The informal

OCCASIONAL RAIN.

To-day's weather report from the Royal Observatory states:—

Pressure is highest to the East of the Bonins and lowest over N. Indo-China.

Forecast:—S. or variable winds; moderate to light; generally cloudy; occasional rain.

Rainfall for 24 hours ended at 10 a.m. to-day, 1.22 inch. Total since January 1—48.96 inches against an average of 44.89 inches—deficit 0.93 inch.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	77
Macao	77
Pratas Island	79
Manila	77
Poochow	76
Chefoo	67
Shanghai	72

committee of bankers regulating interest paid on foreign deposits has reduced the rate on demand balances from 1 to 1/2 of 1 per cent.

The new rate does not apply to the balances of foreign central banks or of foreign Governments. The same committee on May 15 reduced the rate on foreign time deposits from 2 to 1 1/2 per cent. The new demand rate is the same as that paid on domestic demand deposits by member banks of the New York Clearing House which was established on May 19.

The low interest rate at once diverted attention to sterling, which rose to \$4.86 9/16 for cables, a new high for 1931, indicating the transfer of some funds to London. At that figure the quotation is only slightly below the par value of \$4.8665.

Berlin, Yesterday.

The Reichsbank has increased its discount rate to 10 per cent, which means a virtual stoppage of credit. The emergency decree, which is being published to-night, will prevent a run on the banks when they re-open tomorrow, but payment of workers' wages during the week-end is assured.

Emergency Decrees.

Berlin, Yesterday.

The new emergency decrees provide that the banks on July 16, 17 and 18 shall only pay out the amounts required to maintain the economic life of the country, such as wages, debts, taxes, etc. Debtors will be unable to fulfil their obligations owing to a decree of granted protection. Option on business in foreign currencies has been forbidden. Other foreign currency business will be concentrated through the Reichsbank.

Heavy Penalties.

Berlin, Yesterday.

There has been some more alleged violation of the situation in Germany. The Reichsbank has imposed heavy penalties on the banks which have violated the situation.

"JUSTICE" FLIES TO BUDAPEST.

Hungarians to Cross the Atlantic.

DEPARTED YESTERDAY.

Harbour Grace, Yesterday.

Two Hungarian airmen, Alexander Nagy and George Enders, started their trans-Atlantic flight to Budapest to-day in a machine called "Justice for Hungary."—Reuter.

currency for which there is no Berlin rate are only effectable against the mark at the last official rate.

Breaches of the currency regulations are punishable by imprisonment and a fine up to tenfold the amount involved. Foreign currency, in such cases, may be confiscated by the Reich, even if it does not belong to the person responsible. No conjectural reports in regard to shares, foreign currency or the Reichsmark rate may be published. This also applies the options on business in metals, copper, zinc, and lead. The penalty is six months' imprisonment and a possible fine.

Communist Riots.

Berlin, Later.

Minor disorders occurred in a number of German towns to-day after unemployed demonstrations organised by Communists had been forbidden by the Police.

Communist agitators in Frankfurt-on-Main distributed pamphlets urging the people to storm the banks. Several agitators were arrested and the Police dispersed Communist mass meetings, making a number of arrests.

Similar demonstrations occurred at Darmstadt, Duesseldorf, Dresden, Karlsruhe and Leipzig, but were quickly suppressed by the Police, who used truncheons, except at Leipzig and Dresden, where a few shots were fired by the Police. A man and a woman at Dresden were wounded.—Reuter.

Terms of First Decree.

Berlin, Yesterday.

The first decree, entitled "a decree on the publication of quotations," prohibits the publication in Germany of anything but the official rate of exchange, foreign currencies and quotations of German stocks in foreign countries, if they are lower than the quotation in Berlin.

Trading in futures in foreign currencies or gold and silver exchange for German currency is forbidden. The Ministry of Economics has been authorised to demand from anyone all information in regard to dealings in foreign currencies, for the production of documents and a sworn declaration.

Plan to Aid Germany.

Paris, Yesterday.

The French Government, in conjunction with financial advisors, is considering a plan to help Germany. The Government desires France, Great Britain, and the United States to share equally therein.

France feels that the greatest circumspection should be shown in considering Germany's appeal and Germany should provide substantial guarantees of good-will which should be decided by the Finance Ministers of the Powers concerned.

It is particularly emphasised that the political stability of Germany is essential if her economic recovery is to be secured.—Reuter.

Dull and Hesitant.

Rugby, Yesterday.

The Stock Markets continue dull and hesitant pending news from the Continent of the progress of the German financial crisis. The mark was slightly weaker. According to Berlin messages the authorities are taking measures to deal with the banking situation. It is stated that the arrival of the British Prime Minister and Foreign Secretary on Friday is awaited with the keenest expectation.—British Wireless Service.

BOYCOTT OF JAPAN.

(Nation-Wide Movement in China.

RAISING FUNDS.

Shanghai, Yesterday.

As a retaliation for the anti-Chinese riots in Korea, plans for a nation-wide trade boycott of Japan are receiving support among prominent Chinese business men, including the chairman of the Greater Shanghai Chamber of Commerce.

An anti-Japanese Association has been formed, and it is proposed to raise a fund of approximately \$5,000,000 to support the movement. Numerous speakers at street meetings are already urging the people to boycott Japanese trade.—Reuter.

Production of canned lobsters in Prince Edward Island last year amounted to 31,885 cases. The pack had a market value of \$28,000.

MINISTERS TO MEET IN LONDON.

Conference Summoned for July 20.

BRITISH INVITATION.

London, Yesterday.

The Foreign Office announces that His Majesty's Government has decided that it is now necessary to summon immediately the conference of Ministers foreseen at the time of the invitation of the experts committee. It is desired that the conference of Ministers shall meet in London at 6 p.m. on July 20.

The experts committee will arrive on July 17 and put themselves at the disposal of the Ministers on July 20.

Mr. Ramsay MacDonald and Mr. Arthur Henderson leave for Berlin on July 17 and will return in time for the conference of Ministers. Invitations to the conference are being sent out.—Reuter.

NATIONS' STRANGE SILENCE.

Only Two Replies on Disarmament.

LEAGUE ENQUIRY.

Rugby, Yesterday.

Questioned as to the countries which had forwarded to the League of Nations full information on their armaments in preparation for the Disarmament Conference Dr. Hugh Dalton said that in addition to the United States Government, the League had received a communication from the Government of the Soviet Union. No other Government had yet replied to the Secretary-General's enquiry. He added that it was hoped to communicate the British reply in the near future.—British Wireless Service.

PRINCE OF WALES ON SURPRISE VISIT.

Chat with Commander of the Nautilus.

SUBMARINE INSPECTED.

Rugby, Yesterday.

When in Plymouth to-day, where he fulfilled a number of engagements including the opening of the Municipal Aerodrome, the Prince of Wales paid a surprise visit to Devonport Dockyard to inspect the submarine "Nautilus," in which Sir Hubert Wilkins proposes to sail under the ice to the North Pole. He conversed with the Explorer for half an hour. He returned to London by air to-night.—British Wireless Service.

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LORD GIFFORD AND A GROOM.

"You Ought to Be Treated As Dirt."

WE ARE ALL MEN!

Lord Gifford gave evidence at Stroud, Gloucestershire, County Court in support of his claim for possession of a house at Pain-swick, near Stroud, occupied by Henry McGrath his groom-gardener.

McGrath asked Lord Gifford if he had given him notice because his eye had been injured while chopping wood. "How did you treat me, Lord Gifford, when I came to work on the Friday after the accident?" he asked.

Lord Gifford: I treated you as dirt, and that is how you ought to be treated.

McGrath: Yes as dirt, but we are all men.

Mr. C. J. Sheppard, for Lord Gifford, said that McGrath met with the accident and afterwards was asked to report immediately whether he would be able to return to work. He did not do this, and Lord Gifford had to get help from a neighbour to look after his ponies. McGrath returned to work three days later and became insolent and abusive. He was given a week's notice, but had not left the house.

Lord Gifford denied in cross examination that he gave McGrath notice because of the injury to his eye.

Judge Kennedy said he found that the cottage was occupied as part of McGrath's service and gave an order for possession in a month.

POSEIDON DISASTER.

Willis To Receive Albert Medal.

London, Yesterday.

The awards for heroism on the occasion of the H.M.S. Poseidon disaster include the promotion of Petty Officer Willis, who was instrumental in saving many lives and keeping up his imprisoned comrades' spirits, to the rank of Chief Petty Officer. Willis preferred this to promotion as Warrant Officer. He will also get the Albert Gold Medal.

Leading Seaman Reginald Clarke has been promoted to Petty Officer, and Able Seamen Nagle and Holt will be made Leading Seamen and receive the O.B.E.—Reuter.

Rugby, Yesterday.

In the House of Commons at question time to-day, the First Lord of the Admiralty, Mr. A. V. Alexander, announced that the King had awarded Petty Officer Willis the Albert Medal in Gold in recognition of his bravery in connection with the loss of the submarine Poseidon. The King had also awarded the Medal of the Order of the British Empire (Military Division) for the meritorious services of A.B. Vincent, Nagle and A.B. Edmund G. Holt. He added that Willis was offered promotion to Rank but preferred to be rated as Chief Petty Officer and his promotion to Chief Petty Officer had been confirmed. From the same date promotion had been approved of Leading Seaman Clarke to be Petty Officer and Nagle and Holt to be Leading Seamen.

In a statement in the House of Commons last week Mr. Alexander described how, following the submarine collision, P. D. Willis took charge of the men trapped in the forepart and organised their escape with great coolness and ability.—British Wireless Service.

MOTORISTS THIS IS YOUR PAGE

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FORD TO SALVAGE 5,000 CARS DAILY

Success of Venture Leads to Large Expansion.

The Ford Motor Company's method of ridding the countryside of worn-out automobiles, begun in February, 1929, has proved satisfactory and facilities are being constructed which will permit handling of up to 5,000 junked cars a day against 300 to 400 a day now.

Where Chevrolet, Buick, Chrysler and several other companies set a price to the automobile dealer for a junk car and turn the "remains" over to the commercial junk dealers, after rendering it unfit for use as an automobile again by wrecking the motor and axle, Ford uses a regular disassembly line.

The old cars are run onto a moving platform much like the assembly line for new cars. Workmen begin immediately to remove all parts which have value as salvage. Aluminium mouldings, copper and brass pipes and radiators are taken off. Window glass is removed and sorted into sizes, some is repolished and some is recut. Lead and pitch is salvaged from the batteries.

Tyres Melted Up.

Tyres are melted up and used in a composition to make steering wheels. Body top materials, felt and leather are converted into polishing pads, of which the company uses millions annually. Cotton in the seats is reclaimed. Cloth is reshred into shoddy. On the old Model T Fords the magneto and flywheels are removed. Some major assembly units, if in good condition, are reconditioned, and sold to parts salvage depots.

When all salvageable articles have been removed, the remaining hulk is moved forward into a box-like machine which resembles a paper baler on a large scale. This device crushes the car into a compact mass about the length and width of an automobile, but only two or three feet thick. This unit then is conveyed to the open-hearth furnace where a giant ram forces it through an enormous funnel into the furnace door. Out of the other side of the furnace comes the hot metal which goes into the usual machinery for making ingots, and thus in about thirty minutes an automobile is again converted into the material whence it came.

Satisfied With Benefits.

It is estimated that Ford obtains from \$5.50 to \$8 worth of scrap and from \$5 to \$7 worth of salvage material in the operation, perhaps an average of \$11 a car for which is paid from \$15 to \$20 for Ford plant. In addition the company has to stand the labour costs involved which on 500m cars a day is about \$300 or 60 cents a car. So far as can be learned no close approximation of costs has been made, the company being satisfied with the benefits in getting abandoned cars out of dealers' hands.

One official who has sponsored the plan states that the psychological effect of getting old cars out of the way is of very practical value to the sales department. Some dealers are inclined to nurse antiquated cars far beyond the point of any actual value simply because the cars were once traded in at a fixed figure. In some cases the spectacle of old cars has been the means of turning good retail prospects away. So long as junk is in evidence many dealers "feel poor" and will not order new cars.

Transport of Junks.

The problem of transporting the junks to River Rouge plant is being solved by the truckers who deliver new cars to dealers, and who are glad to obtain at from \$2 to \$5 a car. Junking operations now are being carried on only in the Detroit zone, but eventually the company plans to establish concentration stations at strategic points where the Ford boat lines can be used to pick up old cars for their return loads. In this manner it is hoped to cover practically all of the United States.

Value of cast iron and steel is figured on basis of about 1,600 pounds in each car which is worth in Detroit about \$8 to \$8.50 a ton as scrap or from \$5.50 to \$6 a car. Four tyres at 15 pounds each are worth about \$10 a ton as old rubber or 30 to 35 cents for the tyre salvage.

Ten square feet of glass at 6 cents works out 60 cents as glass salvage. There are about 25 pounds of copper and brass in a radiator valued at 4 cents a pound or \$1, and 25 pounds of lead in a battery at 2 cents a pound. Various recoveries of copper tubing at 8 1/2 cents a pound, felt at 2 cents a pound, with the items enumerated above bring the estimated parts and material salvage to around \$5 a car.

Company's Policy.

The company does not confine itself to Ford junk alone. A considerable sprinkling of other makes is found in the unloading yard at the Rouge Plant, but principally the purchases are confined to cars traded in by Ford dealers on new Ford cars which embrace all cars in the \$1,000 field downwards.

While there unquestionably is a net cost to the company in the existing arrangement, the Ford people are convinced that an increase in volume of junking to its potential limits, with the new 400-ton open-hearth furnace and perfection of transportation arrangements by boats, will be usual in the Ford economics, justify itself by volume.

PROGRESS IN QUEENSLAND.

A special consignment of 88 Morris units was unloaded in February at Brisbane, Australia, to the order of Messrs. Howard Motors, Morris Distributors for the Queensland and Northern Rivers territory. Messrs. Howard Motors state that recent sales of Morris cars have far exceeded their expectations, and that inquiries are pouring in from dealers in all parts who are anxious to hold Morris agencies.

STREET SAFETY.

America's Children
Take Part.

The closing of the tenth National Street and Highway Safety Campaign, conducted in elementary schools throughout the United States by the Highway Education Board, was marked in Washington by the announcement that more than 700,000 pupils as well as thousands of teachers had participated. The campaign is carried out in public and private schools throughout the nation and its territorial possessions and is open to pupils between the ages of 10 and 14 years, and to all elementary school teachers. Prizes aggregating \$6,500 are offered to successful competitors and these have added much to the interest aroused.

Since the inauguration of this annual safety project in the school-year 1921-22, it has had the backing of the National Automobile Chambers of Commerce, an association of automobile manufacturers, as well as the active co-operation of state highway departments and state, municipal and other school authorities who assist in every way possible in making the campaign successful. Each year has witnessed an increase in the number of participants, 200,000 pupils taking part in the first campaign, and this number growing by approximately 50,000 each succeeding year.

That safety education in the schools has achieved remarkable results in the United States has now become a self-evident fact and those who originally opposed the incorporation of safety instruction in the curricula of the schools are now ardent supporters of this spreading movement. The proportion of fatal automobile accidents involving school children during the past ten years has shown a steady decrease as compared with the total number of such fatalities, while in the year 1928 the number of child fatalities was actually decreased as compared with 1927.

Another outstanding comparison showing the effective results of safety education is obtained by examination of the records for 1922 and those of 1930. These show that the annual number of automobile fatalities to adults during the latter year had increased by almost 250 per cent. above the number in 1922, while the number of child fatalities showed an increase of but slightly more than 25 per cent. over the former year.

How It Is Conducted.

The campaign itself is divided into two contests, an essay competition for pupils who are required to write an essay of 500 words on a given topic relating to street and highway safety, and a lesson contest for teachers who submit lessons stressing a particular phase of highway safety. First, second and third prizes are provided for each state in the essay contest and subsequently the best essays are entered in a national competition in which three prizes are awarded. First is a trip to Washington, the national capital, with all expenses paid, at which time the winner is presented with a gold watch. Second and third prizes consist of gold watches.

In the safety lesson contest for teachers, certificates of honour are awarded to those submitting the best lesson in each state and their papers are then entered in a national competition in which first prize is also a trip to Washington, but instead of receiving a gold watch the teacher is presented with a cheque for \$500. Second and third prizes consist of cheques for \$300 and \$200 respectively. These substantial prizes have aroused a keen interest in the campaign and the number of competitors each year has increased steadily.

430 State Prizes.

All prizes in the campaign are donated by the National Automobile Chamber of Commerce. The total number of State prizes for pupils during the campaign just closed aggregated 430, being distributed according to the school population of the various states. Each state is entitled to one first prize, consisting of a gold medal and a cheque for \$15; one second prize, consisting of a silver medal and a cheque for \$10;

ENGINE CHANGE.

Tests Prove Its
Wisdom.

Proving itself one of the most efficient and powerful engines ever developed in the field of low priced sixes during the past twelve months, the Willys Six engine is retained in the 1931 model. However, some changes have been made which better its outstanding performance of 1930 when it won the annual Pike's Peak stock car race, America's greatest hill climb classic.

Chief among the improvements in the 1931 Willys Six engine is the change that has been made in the shape of the combustion head. This change takes the form of an increase in the space between the top of the piston and the under side of the head. This does away with interference between piston and head, due to carbon accumulation on those members.

Even this change was not adopted until it had undergone months of strenuous road tests. Early in the Summer a large number of these new heads were sent out into the field and tested in territories where the hardest conditions would be encountered.

A careful check was kept on the performance of each and the reports were uniform from all sections of the country where the new heads were tested. It was definitely shown that the new heads are a distinct improvement over the former type, not only because of the avoidance of carbon interference but the general behaviour and activity of the car proved materially better.

With its dynamic development of 65-horsepower, the 1931 Willys Six engine drives the car at a high speed of 72 miles an hour and better and has a quieter second gear performance of 48 miles an hour—a distinct advantage in heavy city traffic.

FILMING WILD LIFE.

Willys-Knights in the
Jungle.

The American explorer and big game photographer, Mr. Martin Johnson, is at present engaged in the African jungle taking "talkies" in natural colour of the wild bird, animal, and reptile life. Mr. Johnson's principal helper, as in all his previous expeditions, is his wife.

For transportation of the great quantity of material necessary, a fleet of seven Willys-Knight cars and trucks is being used. Mr. Johnson gives as the reasons for his preference the proven stamina and reliability of Willys-Knights on his previous expeditions.

Some of the trucks have special bodies of heavy metal mesh with the motion-picture cameras mounted inside, and the microphone on the forward mudguards.

The metal netting is for protection from attacks by wild beasts who object to having their photographs taken.

No animal is killed except where self-protection makes such action absolutely necessary, the Martin Johnsons being "big game hunters" in the humane manner.

CEYLON & SHANGHAI SALES.

Morris cars occupied third place in total Ceylon registration during 1930.

A recent census reported in the London Motor revealed that in January of this year there were 527 Morris cars in Shanghai.

and at least one-third prize, consisting of a bronze medal and a cheque for \$5. Some of the smaller states have been allotted but one-third prize, but such states as New York, and others having large numbers of school children, receive a greater number of third prizes.

Papers and manuscripts submitted in the state competitions are generally graded by the chief educational official of the state, or committees appointed by these officials. The winning papers are then sent to the Highway Education Board and the national judges are named. These judges are persons of national reputation, and generally are chosen from among educators, business men and government officials. National winners are brought to Washington during the early Summer, immediately upon the closing of schools.

10 MONTHS' TRIP.

Start of British-Africa
Expedition.

Capt. Geoffrey Malins, O.B.E., recently set off from London with eight companions on his trade development expedition from London to Cape Town. Motor vehicles constitute the sole means of transport; they consist of two six-cylinder Rileys, with balloon attachments for floating across rivers, a van and trailer, and two motor-cycles—a New Hudson and a Rudge.

Nearly sixty British firms are represented. Amongst those connected with the motor trade, in addition to the manufacturers of the cars and motor-cycles, are such well-known companies as the Dunlop Rubber Co., Ltd., and C. C. Wakefield & Co., Ltd.

Immediately before their departure, a farewell "Safari" lunch was given to the travellers, Mr. Victor Riley being in the chair. The excellent fare provided was all of the tinned variety on which the party will live in the wilds. Table decorations lost none of their attractiveness by the use of empty Castrol tins as flower vases!

On leaving London the party headed for Harwich and crossed by the night boat to Rotterdam. They then set off by way of Brussels for Central Europe, Turkey, Damascus, Jerusalem and Egypt. Thence they will follow the All-Red route to South Africa. The distance is some 12,000 miles and it is expected that the expedition will reach Cape Town in ten or twelve months' time.

CARS GIVEN AWAY.

New System for Disposal
of the Unwanted.

A correspondent writes to the Garage and Motor Agent: "Glancing through the secondhand car announcements in one of the leading evening papers, my eye was caught by the words '2 Cars Given Away.' The advertisement turned out to be an offer of a 14 h.p. saloon: 'We give you this on condition you pay for the new tyres and carburettor \$15.' The other car was a 1925 2-door saloon with overhauled engine, the terms being 'pay the cost of the overhaul; \$10, and we give you the car.'

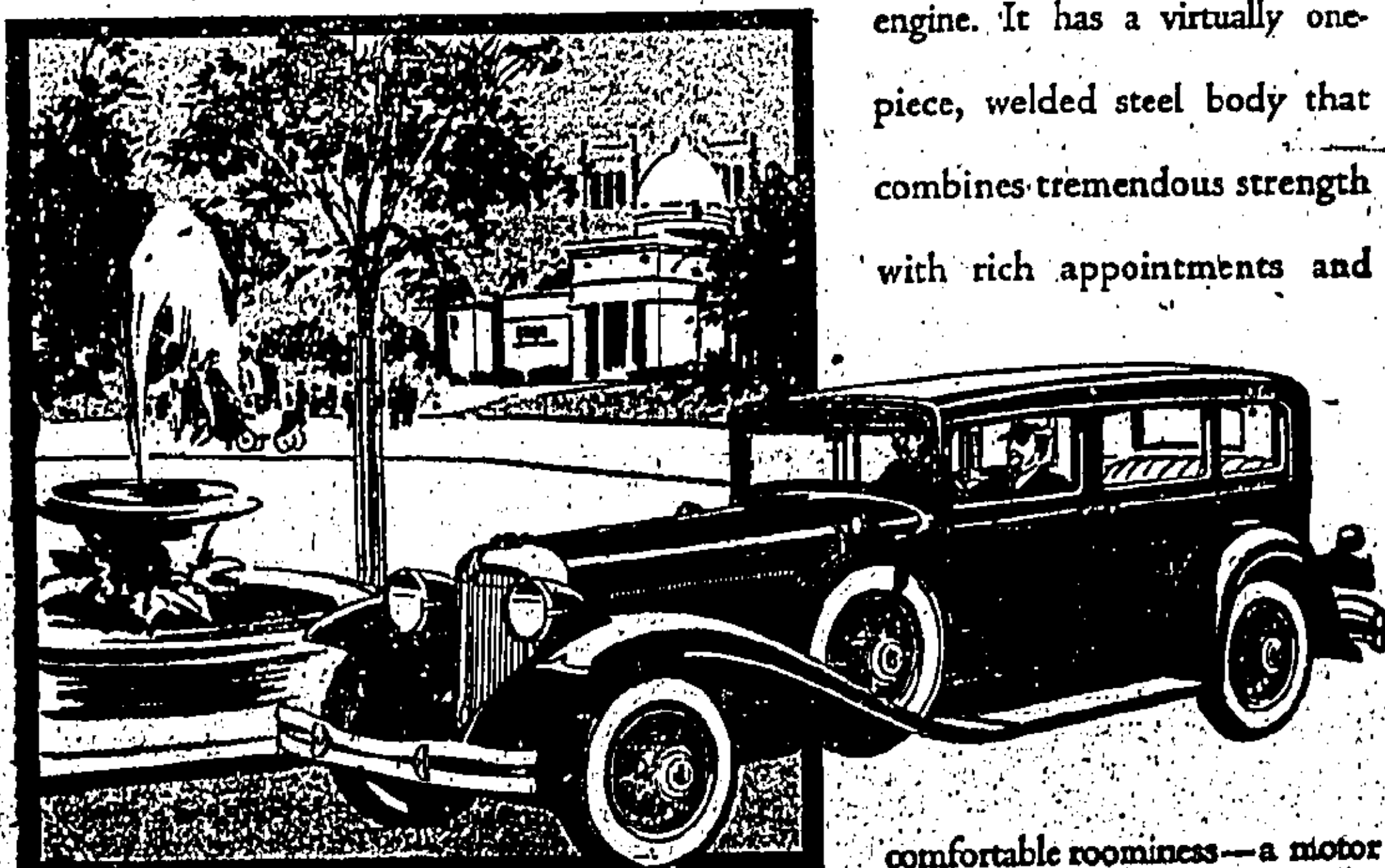
Whether by pure coincidence or not, the next line was 'Special insurance rates.' This system of disposing of unwanted cars, he comments, opens up fresh possibilities for the trade. Of course, fresh possibilities are always being opened up for every trade—good and bad. Somehow it strikes me that the tone of the used-car market is not altogether elevated by novelties in advertising which tend to suggest that the trade has arrived at the state of having to give away its stock.



THE MARK
OF
SAFEGUARD
TO
YOUR
Motor Cycles
&
Bicycles.

Apply to the Agents

SINCERE'S



car body that really protects you as it carries you silently and restfully over the miles. The value in this car will change all your conceptions of value standards.

INSPECTION CORDIALLY INVITED

THE NATIONAL MOTOR CAR CO.

These Cars are on display in Town at

33, DES VOEUX ROAD CENTRAL.

GAUGES & LIGHTS.

Show Principle of Hydraulic Brakes.

Gauges attached to the brake drum cylinders on all four wheels of a Dodge Brothers Eight-In-Line chassis and electric lights mounted on each gauge are now being used to demonstrate publicly the inflexible lay of physics by which the action of hydraulic brakes is automatically equalised.

This ingenious arrangement was perfected by George T. Bishop, Dodge dealer in Shreveport, Louisiana. The instant that the slightest pressure is applied to the brake pedal all four of the electric lamps are lighted simultaneously showing that brake action starts at the same instant throughout the system. As pressure on the brake pedal is gradually increased the four gauges show that brake force is exerted uniformly at each wheel. According to Dodge Brothers service officials who have inspected the device, 500 pounds pressure is easily obtained and held on each of the four wheels.

The famous scientific law which this system of gauges visualises for the layman is: That pressure exerted upon any portion of a fluid (liquid) enclosed in a vessel is transmitted equally in all directions. It is this unchangeable law, according to factory officials, which assures the certainty, smoothness and equality of the hydraulic brake action on all Dodge Brothers motor cars, trucks, buses and motor coaches.

ECONOMY EXTRAORDINARY.

That the introduction of the Morris Minor S.V. range opens up wide new vistas of cheap and pleasurable travel is amply demonstrated by a journey from England to Venice and back in a Minor S.V. saloon model described by "Mileator" in the current Morris Owner.

The out-and-home trip was completed in 14 days, including three days lost owing to certain roads on the chosen route being impassable as the result of heavy falls of snow, and two days spent by the occupants in exploring Venice. The outward route was via Havre, Paris, Auxerre, Chalon, Geneva and along the shore of the lake to Sierre; here, all higher roads being completely blocked, train was taken through the Simplon Tunnel for 35 miles,

MOTOR CYCLING.

Prizes for Reliability Trial.

Since their appointment as agents for B.S.A. and Norton motor cycles, the Sincere Co., Ltd., have sold nearly 300 of these well-known machines, mostly in the Colony, so that it can be reasonably anticipated that a number of B.S.A. and Norton riders will take part in the local motor cycle reliability trial arranged for August 3.

By way of encouragement for riders of cycles sold by them, Sincere's are putting up special trophies in connection with the reliability trial. Two prizes are being given for individual competitors, one each for the best performances on B.S.A. or Norton motor cycles. Further, in the event of a B.S.A. or Norton team winning the reliability trial Sincere's will give a special prize to each member of the team.

Full particulars of this attractive offer are obtainable on application at the Company's offices.

SIS FOR GOVERNOR-GENERAL.

During their recent tour of Southland, New Zealand, a Morris Isis saloon model was put at the disposal of His Excellency The Governor-General, Lord Bledisloe, and Lady Bledisloe. Lord Bledisloe expressed his great appreciation of this car, affirming that it is in every way suitable for New Zealand conditions and a credit to British manufacturing.

A Morris Isis touring model has been added to the fleet of cars for the use of Their Excellencies in New Zealand.

after which Venice was reached via Milan and Verona. The party returned through Mantua, Cremona, and Turin, over the Ligurian Alps and along the Riviera past Monte Carlo, Nice and Cannes, and home by way of Avignon, Lyons and Boulogne.

The cost of petrol and oil for the entire trip of 2,500 miles, during which the car never once faltered, was £4 15s. When the low initial cost of a Minor S.V. model is considered, "we cannot fail to realise" says The Morris Owner, "the enormous possibilities the possession of such a car opens up to its owner."

MASCOTS ON CARS.

Banned by Minister of Transport.

Turning idly the leaves of a Home Journal (a Penang paper) find that even mascots can be dangerous; so much so that the Minister of Transport has ruled against them.

Time was when all men wore mascots. They were called amulets then, and were sported without shame. To-day the mascot is worn mainly in deference to fashion, and it is a safe assumption that the motorist who mounts a little silver or bronze figure on the radiator of his car is concerned less with luck than with looks. Everybody is familiar with the tiny eagle, the miniature Victory of Samothrace, and their companions. Soon, perhaps, the most beautiful of them will be unknown in Britain except as curiosities; for as we have observed, the Minister of Transport's arm is stretched forth against them. He has recommended that no mascot or radiator cap shall have any projecting part liable to injure any person. The possessor, therefore, of such a mascot as a bird with pointed beak, or a statuette with outstretched arms facing forward, is advised either to reverse it or to substitute something different.

Already one firm of motor manufacturers has bowed to the Minister's "suggestion." Usually, a metal snipe lends a dainty touch to its cars, but now the snipe's hard and penetrating beak is replaced by a rubber bill, and thereby it is rendered innocuous. Other manufacturers will follow the example. They recognise that the Minister's powers under the Road Traffic Act are dictatorial, and that his recommendation, if disregarded, may be transmogrified into an order at any moment. The slim, horizontal mascots, therefore, which helped to lengthen the lines of cars will disappear, and upright, unsympathetic substitutes will reign in their stead. Motorists with a delicate eye for line will be disappointed.

"DON'TS" FOR DRIVERS.

To the inexperienced motorist practically the whole dictionary seems to be full of "don'ts," but there is little doubt that the longer one motors the more one realises the importance of this little word. The following collection of "don'ts," varying from the safety first aspect to the welfare of the car and better driving methods, are worthy of the attention of all motorists.

Don't try to get too great a mileage out of a gallon of oil. It won't pay you. One often hears and reads of drivers who get anything up to 5,000 miles out of a gallon of oil, and this without changing the lubricant in the sump. Nothing is said, however, about the wear which takes place in the engine under these conditions. If the motor is to have a reasonable chance of trouble-free life the oil should be changed every 1,000 miles, and, for city driving, every 500.

Don't be tempted to buy cheap, unbranded oil; it will probably turn out rather expensive in the end.

Don't neglect points that need lubrication merely because they are almost inaccessible.

Don't be afraid of gear changing. If you have not the knack of getting the lever across silently take a couple of lessons and get it. It will save you money, and will add materially to your driving pleasure.

Don't forget that you owe a measure of consideration and all reasonable courtesy to all other road users. Don't drive in such a way as to splash pedestrians or other road users with mud if it is at all practicable to avoid doing so. By keeping your wheels out of the worst pot holes and going slowly in muddy places you can avoid a lot of inconvenience to other people.

Don't reverse without previously giving yourself the "all clear."

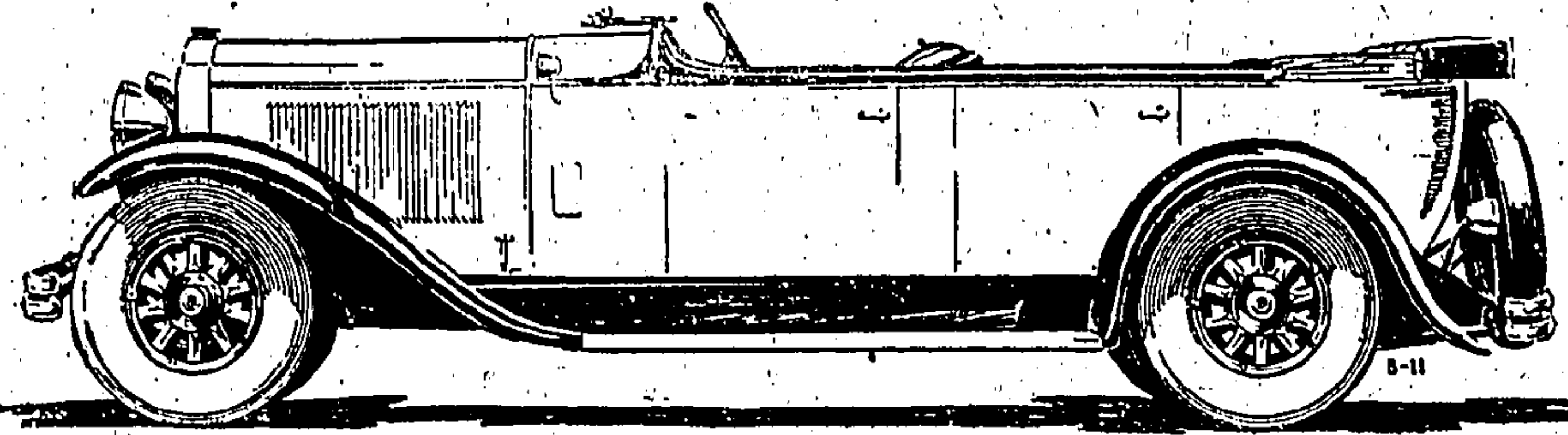
Don't forget that your personal comfort is an important factor to your safety as road-using unit.

Don't drive on one brake only. Use each alternately and gently.

Don't abuse the use of the horn, or imagine that its warning gives any automatic right of way at cross roads. All the best drivers use a minimum of such sounds, emergencies excepted, of course.

Don't overtake on corners, even if some one waves you on, or until you know from your own observation that the road is clear.

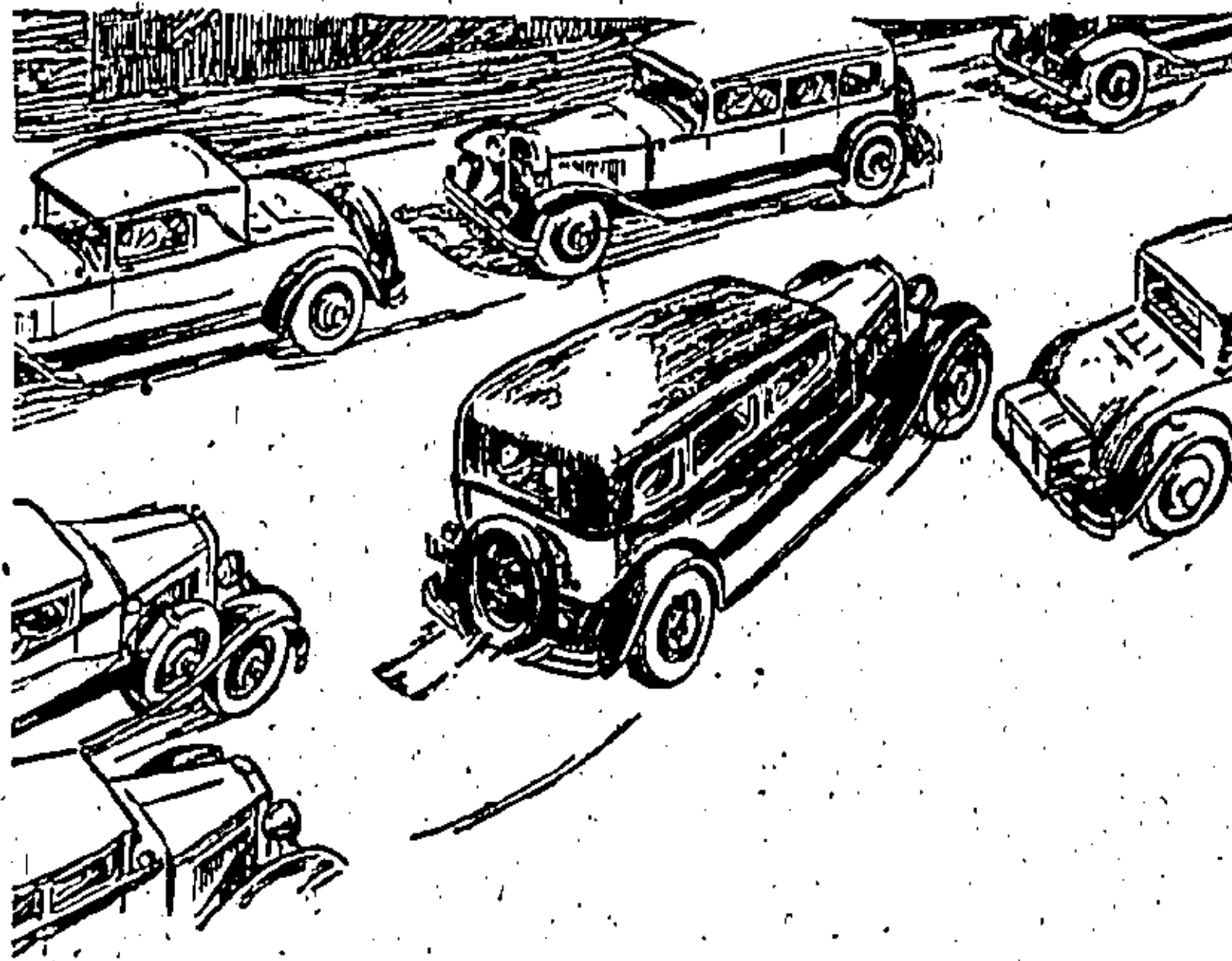
Don't play with the adjustments on your car unless you know how to do it.



After a ride in the new Buick Eight—
you'll understand why so many thousands of owners
have bought Buicks with utmost confidence for twenty-five years!

In addition to Buick's stylish appearance and the luxurious comfort—the new Buicks develop better than 80 miles an hour—faster acceleration—and that economy in fuel, oil and maintenance which has always been characteristic of Buick.

Why not let us take you for a free demonstration ride to-day?



114" Wheelbase Buick Models .H.K.\$8,955 to H.K.\$7,525
118" Wheelbase Buick Models .H.K.\$8,275 to H.K.\$8,775
124" Wheelbase Buick Models .H.K.\$9,820 to H.K.\$9,980
132" Wheelbase Buick Models .H.K.\$9,820 to H.K.\$12,295



The
BUICK 8
The Eight with
Buick's Prestige

THE DRAGON MOTOR CAR CO., LTD.

Telephone 30223.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

BALLOON TYRES.

Cause Less Damage
to Roads.

An increase in the loading permitted vehicles using low-pressure tyres may result from recent experiments conducted at the Aberdeen, Md., Proving Grounds on a specially prepared concrete road and at Washington, D.C., according to Burton J. Lemon, field engineer of the United States Rubber Company and a member of the Rubber Manufacturers' Association committee, co-operating with the Department of Agriculture's Bureau of Public Roads. These tests show that only 15 per cent. greater pavement thickness is required to support a 7½-ton balloon-tyred truck than for a 7-passenger car, whereas a thickness of slab 31 per cent. greater would be necessary for cushion tyres and about 42 per cent. greater for solid tyres.

To test impact, steel obstructions, 200 feet apart, were located on the road at the end of an 8-mile straightaway, secured in place by screws and nuts counter-sunk in the pavement. The impact reaction after passing over a 1½-inch by 30-inch inclined plane and a 1½-inch by 12-inch rectangular obstruction was decidedly less where single balloon tyres were used, with dual balloons second and high-pressure tyres the greatest.

ASSISTING AN AIR FORCE.

The Morris Distributors in Athens—Prometheus Financial and Technical Corporation—write of the impressive performance of a Morris Commercial six-wheel truck in helping a Greek Air Force lorry to negotiate snow-bound roads round the capital.

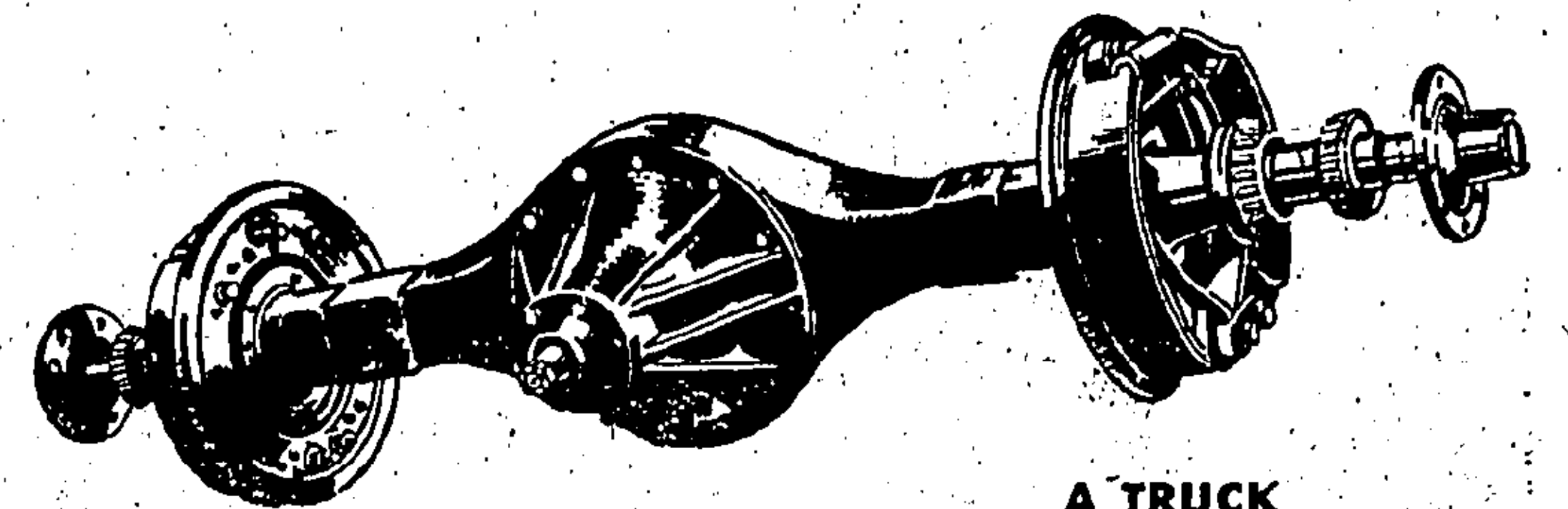
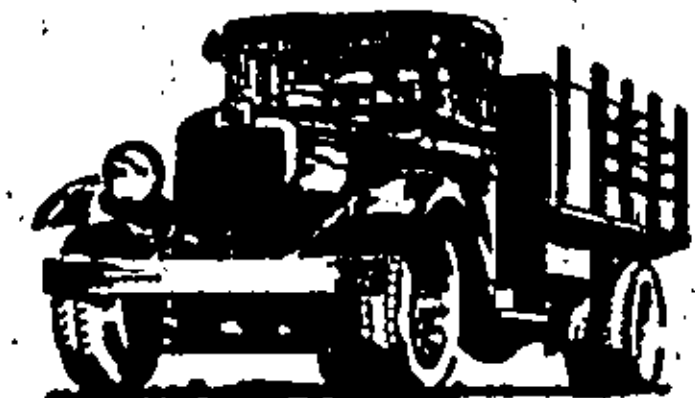
"In spite of the severe weather, and snow, which in certain places was one metre deep, the six-wheeler succeeded in running from Athens to the Aerodrome of Tatoi, some 29 kilometres, with the greatest ease, creating en route the admiration and enthusiasm of passers-by and motorists. This exhibition proved to be excellent publicity for the six-wheeler, and produced the most favourable impression on the public and especially on the Air Force personnel standing by to watch their aerodrome lorry being extricated from the snow. The onlookers belonging to the Force made the most praiseworthy reports, urging the Competent Service to consider six-wheelers as vehicles of the greatest utility to the Air Force."

NOW HERE

DODGE TRUCKS

DEPENDABLE - ECONOMICAL - CAPABLE

Do MORE WORK AND
MAKE MORE PROFITS



With this rugged, high quality, half-floating rear axle, shafts transmit power solely—and may be quickly replaced without removal of wheels or use of jack.

A TRUCK
FOR EVERY HAULING NEED

STANDARD TRUCKS.

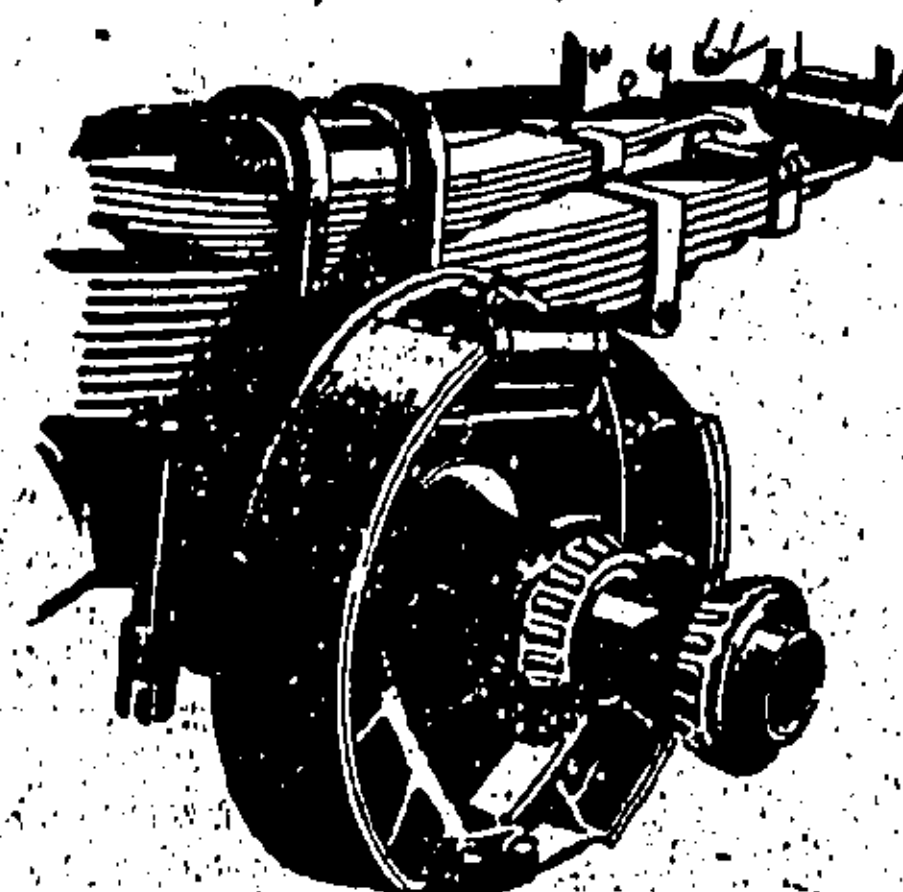
There are four standard models, 2 four-cylinder and 2 six-cylinder, with wheelbases from 109 inches to 136 inches. Payload capacities range from 1,200 to 3,850 lbs.

HEAVY DUTY STRAIGHT FRAME

There are seven Heavy Duty Straight Frame models, all six-cylinder, and with wheelbases from 140 inches to 195 inches. Payload capacities range from 2,950 to 11,175 lbs.

HEAVY DUTY DOUBLE DROP FRAME

There are four Heavy Duty Double Drop Frame models, all six-cylinder and with wheelbases from 150 inches to 195 inches. Payload capacities range from 3,500 to 11,175 lbs.



These safe, sure, easily-applied 4-wheel brakes are internal-expanding and therefore weatherproof... self-regulating and ensuring uniform braking on all wheels... positive... easy to adjust.

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road Central.

Tel. 25644.

Tel. 25644.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30223.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30223.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30223.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolf & Kew, 54 Queen's Road C. Tel. 22173.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30223.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 58255.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
INDIA TYRES.—W. R. Loxley Co., York Bldg. Tel. 22285.
MICHELIN TYRES.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

KING'S THEATRE

HONGKONG'S FINEST LINGUA

The Most Comfortable and the Only Air-Cooled Theatre in Hong Kong.

SHOWING TO-DAY AT 2.30, 5.10, 7.15 & 9.30 P.M.

"Once in—you're never out," says the gang.
That goes for love, too!" says Cooper.

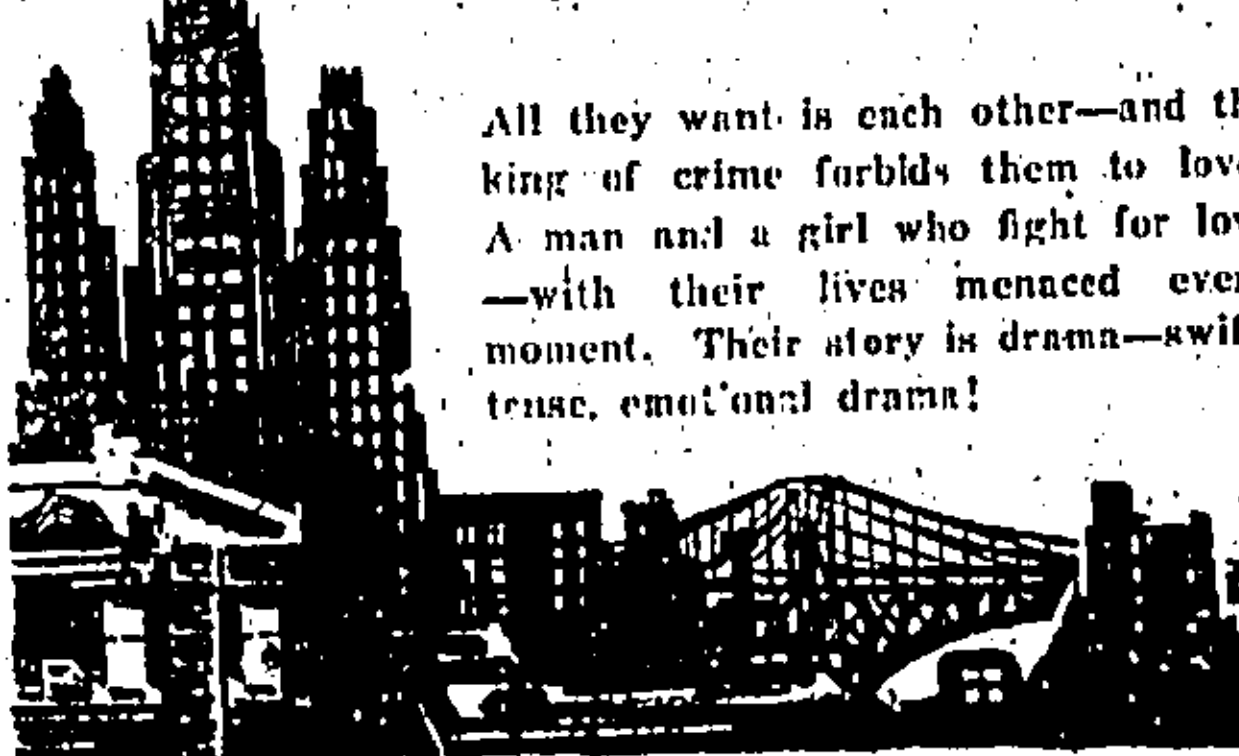
Then love runs against the gang—see what happens!



GARY COOPER
SYLVIA SIDNEY

"City Streets"

A Paramount Picture



All they want is each other—and the king of crime forbids them to love! A man and a girl who fight for love—with their lives menaced every moment. Their story is drama—swift, tense, emotional drama!

NEXT CHANGE

COMMENCING SUNDAY, 19th JULY.



RUTH CHATTERTON
"Unfaithful"

A Paramount Picture
with PAUL LUKAS
Directed by John Cromwell.

BOOKING
AT THE THEATRE
TELEPHONES: 25313, 25330.

K. FUJIYAMA

PHOTOGRAPHER

ANNOUNCES HIS REMOVAL



To
2 WYNDHAM STREET
3rd floor.

CURRENT SPORTING GOSSIP

GOLF MATCH MAKING SPORT GOSSIP FROM A FINE ART.

The First Handicap Competition.

"ADVENTITIOUS AID."

Match making at golf is one of the fine arts. Not perhaps in a mere single; in that case the argument is scarcely better than a greedy wrangle. It is otherwise in a foursome, when that which might be low and pettifoggish seems somehow to take on a nobler quality; we haggle not for ourselves but for our side.

The machine-made golfer of the present day will hardly understand these remarks. He simply takes the handicaps of the four players, adds, subtracts, divides, and there is an end of the matter; but your true match maker of the ancient and traditional school spurns official handicaps. I have a friend who would amend Mr. Hardcastle in *She Stoops to Conquer*; he would say, "I love all things that are old—old wine, old friends, old books, and old golf." Even while I admire him, I sometimes find it difficult perfectly to reconcile his points of view. He has a zest for making a good match and he drives a hard bargain. At the same time he declares that niggling question as to one stroke or two is beneath the notice of a Scottish golfer. Only the other day he was quoting to me with approval the words of that most charming and dignified of old gentlemen, Charlie Hunter, of Prestwick. When called upon to make a match, the sage would only admit three handicaps, four strokes, a third, and a half. If one side wanted more than a half the disparity was too great and the match not worth the playing. If less than four strokes was in question he would say, "I think you can play them," and the match was made on level terms.

There is much to be said for these views, and yet there have been moments when I have almost thought that my friend paid them only lip service. His method of procedure is familiar to all his admirers. On the way to the teeing ground he says to his partner, "You make the match. I leave all the arguing to you." He then withdraws himself, ostensibly to a few yards distance, "in search," as was said, I believe, of Lord Byron, "of the conspicuous solitude which that nobleman loved." The partner does his best; he tries all the usual moves; he flatters, or cajoles, he appeals for pity, and at long last a bargain is on the point of being struck. Then suddenly, "What's that, what's that?" cries my friend, who has apparently been examining the texture of a neighbouring green; he casts from him his mantle of aloofness and plunges into the fray. The whole question is re-opened, and the argument has even been known to continue over the matter of a single stroke after the first shots have been fired and while the combatants are walking along the causeway and over the pond.

A few days ago I took part in one of these scenes. My friend and I had yielded with ridiculous magnanimity on a point of two strokes, and we had our reward. We had played level, and we had just won. Afterwards, in a moment of drowsy triumph, I picked up a book on golf published some time in the sixties, not so much a book as a pamphlet, written by some delightful and anonymous Scotsman who called himself "An old golfer" or "A keen hand." There I found something that came pat to my purpose, for it was an account of one of the very earliest competitions played, under handicap. It took place on the Bruntfield links. Not long before there had been played at St. Andrews a grand match-play tournament, in the nature of an unofficial Amateur Championship, in the final of which Mr. Robert Chambers, jun., had beaten the pawkie Mr. Wallace, of Balgrunmo. "The general rules of the Bruntfield Tournament resembled those adopted at St. Andrews, but the mode of determining the rounds involved a very important difference. The Bruntfield competition was settled by strokes, players being equalled by handicap."

Four rounds of the seven-hole course were played, and the competitors were divided into three classes, "the first class, receiving 20 strokes." This was carrying out Charlie Hunter's principle with a vengeance, since the difference between the first two classes was something more than a third. In the first class were some seven players, including the great Mr.

Britain Defeated at Olympia.

CHELSEA'S LOSS.

A restaurant near the Berlin Sport Palace put up outside the enticing notice: "Athlete's breakfast for 60 pfennigs" (roughly 60 cents).

Customers who tried it were given for their money a cup of thin coffee, a boiled egg, and a buttered roll.

Complaints that his fare was rather meagre were met with the reply: "That's how athletes eat."

The French team easily won the Prince of Wales' Cup for jumping at the International Horse Show at Olympia, making only 13½ faults, compared to 19 by Holland, who were runners-up.

Great Britain (the holders) could only take third place.

In spite of the fact that Chelsea, as a result of their adoption of the Arsenal policy of acquiring star players, enjoyed large gates during the season, their accounts show that their expenditure during the season exceeded income (£85,036) by £3,340 this being due to the vast amounts expended in transfer fees.

A dividend of 7½ per cent. is being paid.

It looks as if a world beater at the High Jump is going to be found in D. R. S. Milne, of Merchiston Castle School, Edinburgh, who has twice topped the 5 feet 8 inches mark in the high jump this season already. He gained the open title at the schools sports at Stamford Bridge. He is the school captain of cricket, and a good Rugby player.

Scotland will be fortunate in her athletes in the near future. Lord John Hope, of Eton, the twin son of the Marquis of Linlithgow, is about the finest schoolboy half-miler that Caledonia has produced, while H. B. Lorraine, who beats 40 feet in the shot-put and 10 feet in the vault should go far.

Col. R. G. S. Gordon, speaking at the Hursworth Puppy Show, Yorkshire, revealed some interesting facts and figures concerning the value of fox-hunting to agriculture, to employment, and to the countryside generally. He said, that "during 1930 over £10,000,000 were spent on hunting; over 75,000 grooms were employed, and over 150,000 horses were used exclusively for hunting."

Japan, where boxing was first introduced fifteen years ago, has just formed a Professional Boxing Association. Amateur boxing has been organised for some time.

Chambers, who was out of form. Mr. D. McCuaig, "graceful, scientific, and certain," returned 151, and Mr. J. Williamson 154. The third class, the rabbits as we should call them in our vulgar modern tongue, did no manner of good, but in the second class there was a certain Mr. R. B. Shaw, whose score was "159, 12 off, 147." He seems to have been the object of envy, if not of suspicion. "Shaw," we are told, "played his very best game; indeed, so well that some were disposed to think that this competitor should have been placed in the first class."

I confess that my sympathies are warmly engaged on behalf of Mr. Shaw. For a player of his handicap he had done great deeds, and as this was a handicap competition it cannot for the life of me see why he should not have won. This was not the opinion of the author of the book. "This is the point," he wrote, "which seems to us objectionable, that the first prize should be won by the adventitious aid of odd strokes. It cannot be doubted for a moment that the most beautiful display of golf craft was shown by James Williamson and McCuaig, and it was felt by every golfer that the palm had passed from deserving brows." That seems to me in the nature of a self-evident proposition, but it was the view of a famous golfer, the best amateur of his day, who disapproved of handicaps on the ground that they "obscured the issue." He may have been right and I shall certainly adopt his argument when next I prepare to see my ball on the edge of the pond in a match against my old friend.

It is my firm conviction that he will not see it. He will insist on the "adventitious aid" of all the strokes he can get out of his side, and he will get at least two or three many.

PROFESSIONAL TENNIS CHAMPIONSHIP.

Tilden and Richards in the Final.

KOZELUH'S ELIMINATION.

Forest Hills, July 11.

W. T. Tilden and Vincent Richards advanced to-day to the final round of the Professional Lawn Tennis Tournament, and they will meet to-morrow for the championship.

Tilden scored an easy victory over Howard Kinsey of California by 6-4, 6-0, 6-3, while Richards scored a comparatively easy victory over Karel Kozeluh, champion of Europe by 6-2, 6-4, 6-3.

It was rather surprising that Richards defeated Kozeluh in straight sets. The Czechoslovakian had won most of their previous engagements. — Associated Press.

WATER POLO.

Good Win for V.R.C.

In the Senior Division of the Water Polo League, the match between the V.R.C. and the Chinese Bathing Club, played yesterday, resulted in the V.R.C. defeating the Chinese by six goals to nil.

Good play by the winning forwards gave them a decided advantage over their opponents.

In the first half the V.R.C. recorded three goals, Laing (2) and Remedios (1), while the brothers Pereira scored three goals between them in the second half, to give their side a substantial win.

Our Sports Diary.

LOCAL

WATER POLO—To-morrow—Division I.—Royal Navy v. Borderers.

LAWN TENNIS—Saturday—"B" Division—Indian R.C. v. Army T.C.; Kowloon C.C. v. Chinese R.C.; M.B.K. v. Civil Service C.C.; Nippon Club v. University; South China A.A. v. Craigengower C.C.; "C" Division—Y.M.C.A. v. Kowloon C.C.; Craigengower C.C. v. Kowloon Indians; Chinese R.C. v. Civil Service C.C.; Revere v. Indian R.C.; Hong Kong C.C. v. University; Deutscher Club v. South China A.A.; Army T.C. v. Radio S.C.

LAWN BOWLS—Saturday—Division I. Talbot v. Kowloon Dock; Civil Service v. Craigengower; Police v. Kowloon B.C.C.; Club de Revere v. Kowloon C.C.; Division II. Hong Kong Electric v. Club de Revere; Kowloon B.C.C. v. Talbot; Kowloon B.C.C. v. Civil Service C.C.; Yacht Club v. Craigengower C.C.

Baseball—Sunday—H.K. Baseball Club v. Chinese Athletics.

HOME

CRICKET—To-day and To-morrow—

Gentlemen v. Players. Surrey v. Worcestershire. Sussex v. Northamptonshire. Somerset v. Lancashire. North v. Gloucestershire. Yorkshire v. Essex. A.A. v. Warwickshire v. Kent. Leicestershire v. Hampshire. Glamorgan v. Middlesex. Scotland v. New Zealand.

Saturday, Monday and Tuesday. Surrey v. Lancashire. Sussex v. Leicestershire. Hampshire v. Somerset. Glamorgan v. Worcestershire. Northamptonshire v. Warwickshire. North v. Yorkshire. Kent v. Middlesex. Derbyshire v. Gloucestershire. Durham v. New Zealand (Two days).

SHOOTING—To-day to Saturday—National R.A. Meeting at Blaisy.

ATHLETICS—To-day to Saturday—Army Championship.

LAWN TENNIS—To-morrow and Saturday—Ireland v. England at Dublin.

To-morrow—Inter-Zone Final of the Davis Cup.

GOLF—To-morrow to Sunday—Canadian Amateur Championship.

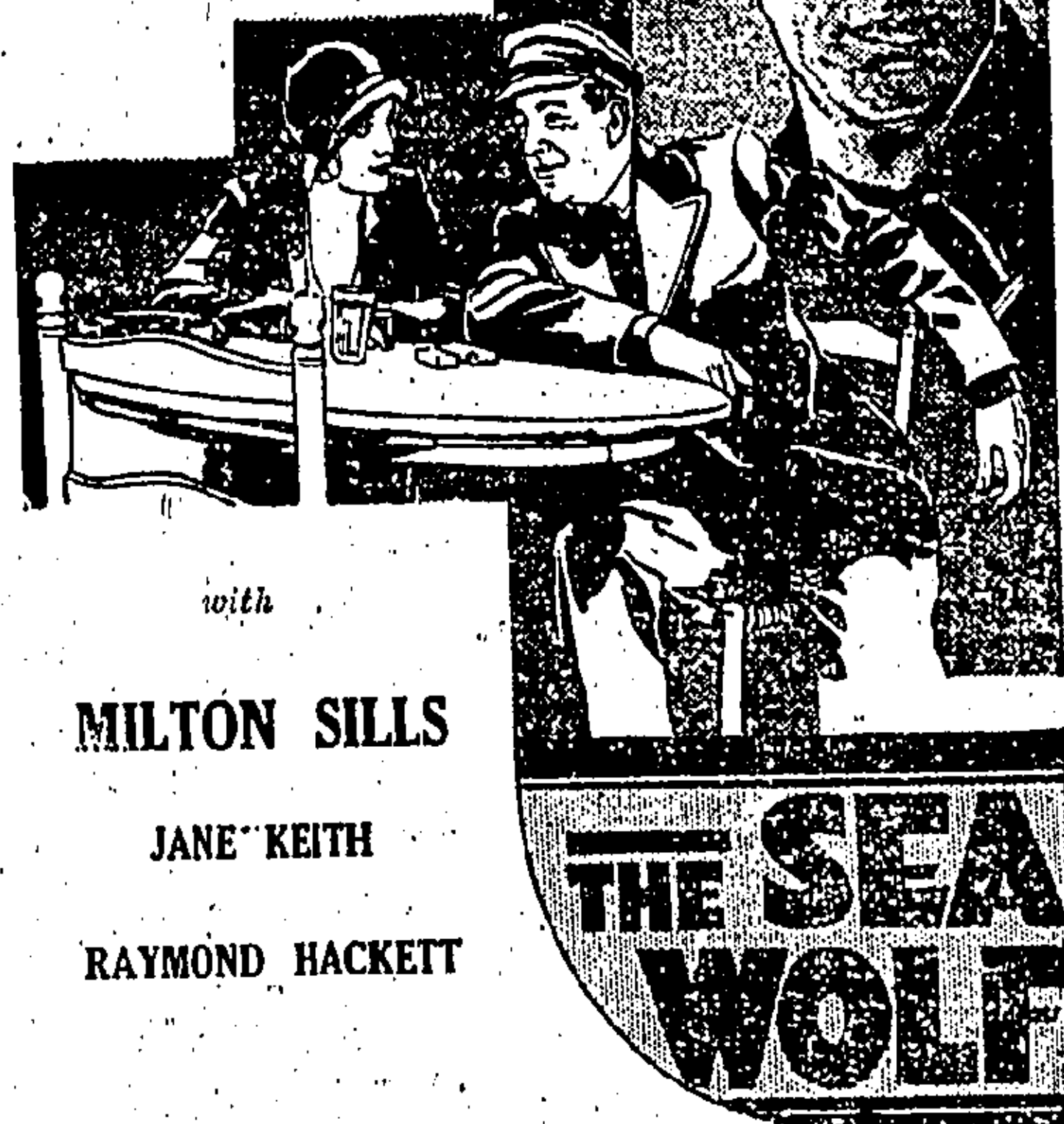
SWIMMING—Saturday and Sunday—Germany v. England at Hamburg.

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TO-DAY TO SATURDAY
At 2.30, 5.20, 7.20 & 9.20

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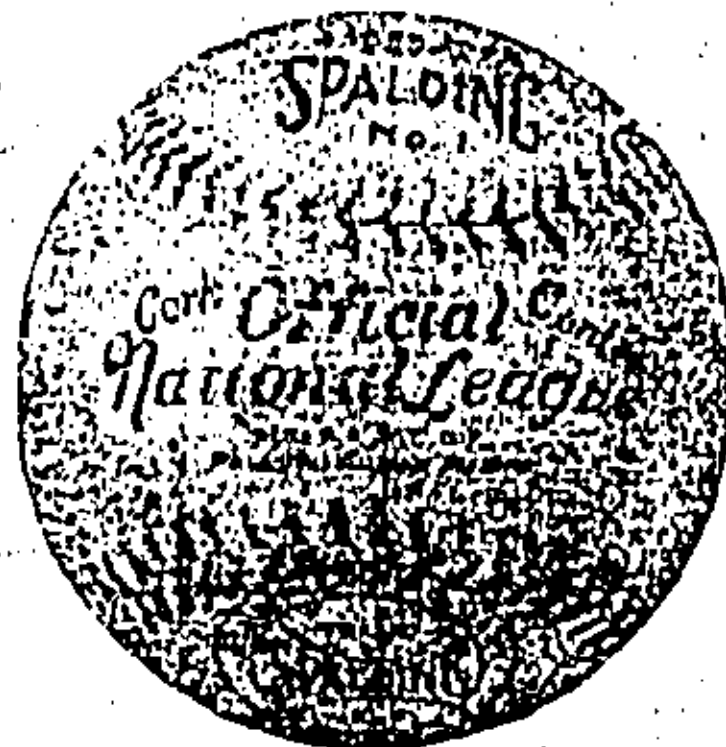
7.20 & 9.20 p.m.

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CORDITE FACTORY
DISASTER.Crowd Wait Outside
Gates for News.

WEeping WOMEN.

London, June 23.
Eleven men were killed and 19 injured in an explosion at the Royal Naval cordite factory at Holton Heath, about six miles from Poole. Some of the bodies have not yet been recovered and search is being made in the debris.

A tremendous column of smoke, which turned to a deep red colour, shot up into the air and it was seen for many miles around.

The explosion took place in the nitroglycerine house, and destroyed four sectional buildings at the factory, which extends over 20 acres.

The factory is composed of buildings protected by earthworks, and round the nitrating house there is a banked-up wall of earth which gave the scene of the accident a resemblance to a volcano.

The explosion was felt for 20 miles around, breaking windows and shaking buildings. Immediately afterwards enormous volumes of red smoke issued from the crater of the volcano.

Commander P. Hammond, the superintendent of the cordite factory, in a statement to an Evening Standard representative, said:—

"Eleven persons are missing, and there are 19 other casualties. The explosion occurred in the nitrate house, destroying the house and also the washing house, the distributing house and the paste mixing house."

"The red smoke was caused by the bursting of a tank of sulphuric acid, the acid running down the hill."

Women in Tears.

The employees live principally at Wareham and Poole, and immediately women there heard the explosion they realised what had happened and they set out in taxicabs and cars for the Holton Heath factory. Round the factory is an iron-spiked railing, and through the prison-like gates women, with tears running down their faces, inquired anxiously for news of their men.

Some of the workpeople, dressed in their work clothes of black, came to the gates and gave information about themselves or their colleagues.

Friends offered to run with messages to relatives at home. Every member of the public was barred from the factory.

Stretcher cases were carried to the factory hospital, to which nurses and doctors had been hurriedly rushed.

Inside the gates, about a hundred yards away, but hidden by trees, the "volcano" smoked and roared as the acid burnt itself out, the fumes from the volcano filling the nostrils and mouths of people standing near by with an acid taste.

The search for victims of the disaster continued throughout the afternoon.

Whenever the gates opened to allow an ambulance to pass, the people waiting pressed forward with a pathetic eagerness to discover who the victim was.

Bravery of Nurses.
A member of the number 11 (Dorset) detachment of the Red Cross said to a Press representative:—

"When we arrived buildings were blazing furiously, but in spite of the risks, doctors and nurses bravely carried through their mission of mercy. We took as many of the injured as possible to their homes in Parkstone, Poole, Lytchett, Wimborne, and Boscombe, and the more seriously injured were treated at the factory hospital and the Cornelia Hospital at Poole."

"A shed in the factory was converted into a temporary mortuary to take the ever-increasing number of dead."

"Surviving factory workers joined with us in our task of aiding the injured and private motorcars were used to take them to hospital."

Blaze Seen Eight Miles Away.
A member of the fire brigade at Parkstone said in an interview:—

"I was cleaning my engine when I heard a low roar. Thinking it was an explosion at the gas works at Poole, I dashed to the clock tower."

"I saw a big blaze at the cordite factory at Holton Heath. Although eight miles away, it was clearly visible."

William Ditty, who lives two miles away from the factory, said he was going into his garden at the time and the force of the explosion took the top out of his head and threw him against a tree nearby.

Other people in the vicinity thought the explosion was an

DISTRIBUTION OF
GOLD.

(Continued from Page 2.)

the gold assets is, however, clearly evinced by these figures.

Compensation of Payments.

The chief causes of the transference of gold assets are the reparations payments of Germany and the international war debt payments. As long as these payments continue, it would be reasonable from any economic point of view to originate in the countries of the recipients a natural compensation of payments by import of foreign stocks or long-term investment of the surplus of payment abroad, that is to say, by means of capital exports. But this does not occur either, and when it does, not to a sufficient extent and in particular it does not originate in France, though I do not wish to omit mentioning certain symptoms of a beginning improvement which started in Winter. In as far as the surplus sums are not in part wandering around the money markets of the whole world, as short-term loans the compensation will be achieved chiefly by gold imports. At a time when the whole world, and Germany in particular, is starving for want of long-term capital, one withdraws from the country which requires it most, not only its capital by means of reparations payments, but besides that, for political and other reasons prevents that the capital, after its roundabout journey, formerly via the reparations agent, and now via the International Payment Bank, should further act as capital for the fertilisation of universal economics. Thus a considerable part of the monetary gold assets is divested of its natural functions and sterilised.

Element of Unrest.

By means of the political payments a permanent element of unrest is introduced into the international economic relations. In Germany the fear of further sudden and unexpected withdrawal of gold due to the high short-term foreign debts lies like a heavy cloud over economic life. In order to show the true aspect of things in all their gravity it is pointed out that the slight revival of economic life in Germany within the last few weeks does not exceed the habitual measure at this season, and that, as concerns the reduction of unemployment, the revival is slighter even than last year. The latter circumstance was not unexpected and, no doubt, is partly connected with the weather. The circulation of means of payment, which after a habitual drop in January, used formerly to increase towards February and March does not, hitherto show the customary rising trend.

However wrong it would be to raise false hopes, we may, nevertheless on the other hand say, that evidently in important branches of economic life consumption, for some time has been covered from the stock-in-trade without the necessity of replenishing this stock to any notable extent. When this stock will be exhausted one can reckon with a gradual relief of the crisis by orders placed for these commodities.

Besides this one should note that the additional distress which Germany suffers for psychological reasons for more than six months is now disappearing by degrees. Confidence at home and abroad in the stability of German conditions is growing visibly. A reflected image of the improvement which has been developing in particular since February, is the trend of German stocks at home and abroad.

The average rate of shares bearing fixed interest, at the Berlin stock exchange, has nearly again reached its maximum of last Summer. The foreign loans also, have been able to make good their losses of rate at foreign stock exchanges. The interest for long-term loans in Germany has dropped slightly in connection with the success of the 7 per cent. debenture bonds. But this somewhat calmer judgment of the situation in no way dispenses those men who are responsible for the fate of Germany from undertaking energetic measures, but it expresses the justified confidence of home and foreign circles who trust that German economic life and the German people who have accomplished such great things before, during and after the War will also master the difficulties of the present times.

earthquake. It felt, one of them said, as if the house was coming down.

A Dream.

One of the women standing at the factory gates said to her husband:—

"You dream last night that there was to be an explosion, and it has come true. Thank God you got out of it."

An explosion occurred at the factory in November 1929 and caused injury to four men.

It took place in a shed where cordite was pressed into strips.

20 YEARS' FIGHT FOR
JUSTICE.Officer's £52,000 Claim
Against Portugal.

AFRICAN BUSH DRAMA.

An amazing drama of the African bush twenty years ago, in which a captain of the Royal Artillery—a man who played a conspicuous part behind the scenes in the South African and European wars—was the leading figure, was considered in Brussels.

The former Belgian Prime Minister, Count Carton de Wiart, was to hear the British Government's claim on that officer's behalf for £52,000 indemnity and interest against the Portuguese Government for his arrest and captivity in a Portuguese gunboat in the Zambesi River.

The officer is Major (then Captain) Archibald Neil Campbell, at the time of his arrest he was engaged in gold mining exploration in the Tete district of Portuguese East Africa, about 500 miles up the Zambesi.

The arrest took place at daybreak. The armed force, Europeans and natives, suddenly concentrated on the house where Captain Campbell was living and, in spite of his protests, he was taken prisoner to Tete and brought before the judge.

Various charges were preferred against Captain Campbell. These included allegations of ill-treating the natives, disobedience to authority, and generally disturbing the district. He was treated with callous indifference, and even his request for a chair was refused by the judge, although he was in a fainting and half-famished condition after a long night journey to the Portuguese gunboat Senna, which grounded on a sandbank of the Zambesi river.

Here he remained a captive—in a stifling hot cabin with his day temperature never less than 110 degrees Fahrenheit—for two months, watched day and night by armed blacks.

Eventually he was released on bail at the instance of the Foreign Office in London pending the arrival of reports in London from the British Consul and of a Portuguese advocate who had been sent to Tete for the purpose, a ten days' journey.

Fight for Redress.

Then began a long fight to obtain redress from the Portuguese Government.

Captain Campbell's arrest had the effect of closing down work at the mine, and prospecting and mining practically ceased throughout the whole territory. He was regarded as the leading pioneer in the territory.

In the consular inquiry some of the strongest evidence in his favour came from Portuguese mines officials and others.

The Lisbon authorities finally agreed to pay Captain Campbell an indemnity, but various difficulties cropped up—including a Portuguese revolution—and the arrangements fell through.

When the European war broke out Major Campbell returned to the Army—his claim for compensation remained in abeyance.

It was not until last August that the agreement between Britain and Portugal to arbitrate over this extraordinary case was signed.

STANDARD TIMES.

Sunrise and Sunset
in Colony.

Sunrise and Sunset in Hong Kong for July, 1931. Standard time of the 120th Meridian East of Greenwich are as follows:—

July	a.m.	p.m.
16	5.48	7.10
17	5.48	7.10
18	5.49	7.10
19	5.49	7.10
20	5.49	7.10
21	5.50	7.09
22	5.50	7.09
23	5.51	7.08
24	5.51	7.08
25	5.51	7.07
26	5.52	7.07
27	5.52	7.06
28	5.52	7.06
29	5.53	7.06
30	5.53	7.05
31	5.54	7.05

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Overland China Mail.

A WHOLE WEEK'S NEWSPAPERS IN ONE.

After a re-trial lasting several days, the jury returned a verdict of "Not Guilty," in the case in which a Chinese was arraigned for murder, in Yaumati. The case aroused unusual interest, owing to the disagreement of the jury at the first trial, and the charges made by counsel for the defence as to the "worthlessness" of the medical evidence for the Crown. Doubt was also thrown upon the value of other evidence for the prosecution. The OVERLAND CHINA MAIL contains a full report of the hearing.

Details of a tragedy arising through a motor smash, in which one man was killed, and the driver of the car afterward committed suicide, were unfolded at the inquest held on the victims. A complete account appears in the OVERLAND CHINA MAIL.

News has been received in the Colony of official promotions granted to those survivors of H.M.S. Poseidon who escaped from a compartment after the submarine sank. The OVERLAND CHINA MAIL gives the list of awards, together with an account of the circumstances giving rise to them.

Well-known residents of the Colony to pass away during the week were Mr. W. A. Hannibal and Mrs. L. E. MacNider, as recorded in the OVERLAND CHINA MAIL.

The OVERLAND CHINA MAIL also reproduces the gist of an address on the history and work of the Y.W.C.A. in Hong Kong, given to Rotarians by Miss T. H. Shin.

In the world of sport, the OVERLAND CHINA MAIL records the return of an old-time ring favourite in the Colony, P.O. "Rattler" Morgan, together with details of a mooted wrestling contest between a visiting Indian champion and a local British resident. Special baseball reports, details of the first Naval Interport "Soccer" match, besides lawn bowls and tennis matches, are also interesting features.

There is no phase of the life of the Colony or of China that does not receive attention in the OVERLAND CHINA MAIL—the weekly paper that YOU MUST ORDER NOW.

Letters to relatives and friends in other parts of the world frequently fall to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at home, should have an unfailing supply of Hong Kong and Chinese news every week—by means of a subscription to the "Overland China Mail."

For your folks at home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a note to the "Overland China Mail."

The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent OVERLAND because there was no Suez Canal, and that was the quickest route by which to get mail home. In catching the mail regularly, the "China Mail" has become the most popular weekly news budget, as to "Mail" that makes a studied appeal to people with any interest whatsoever in Hong Kong, and many letters from home, Australia, etc. desired?

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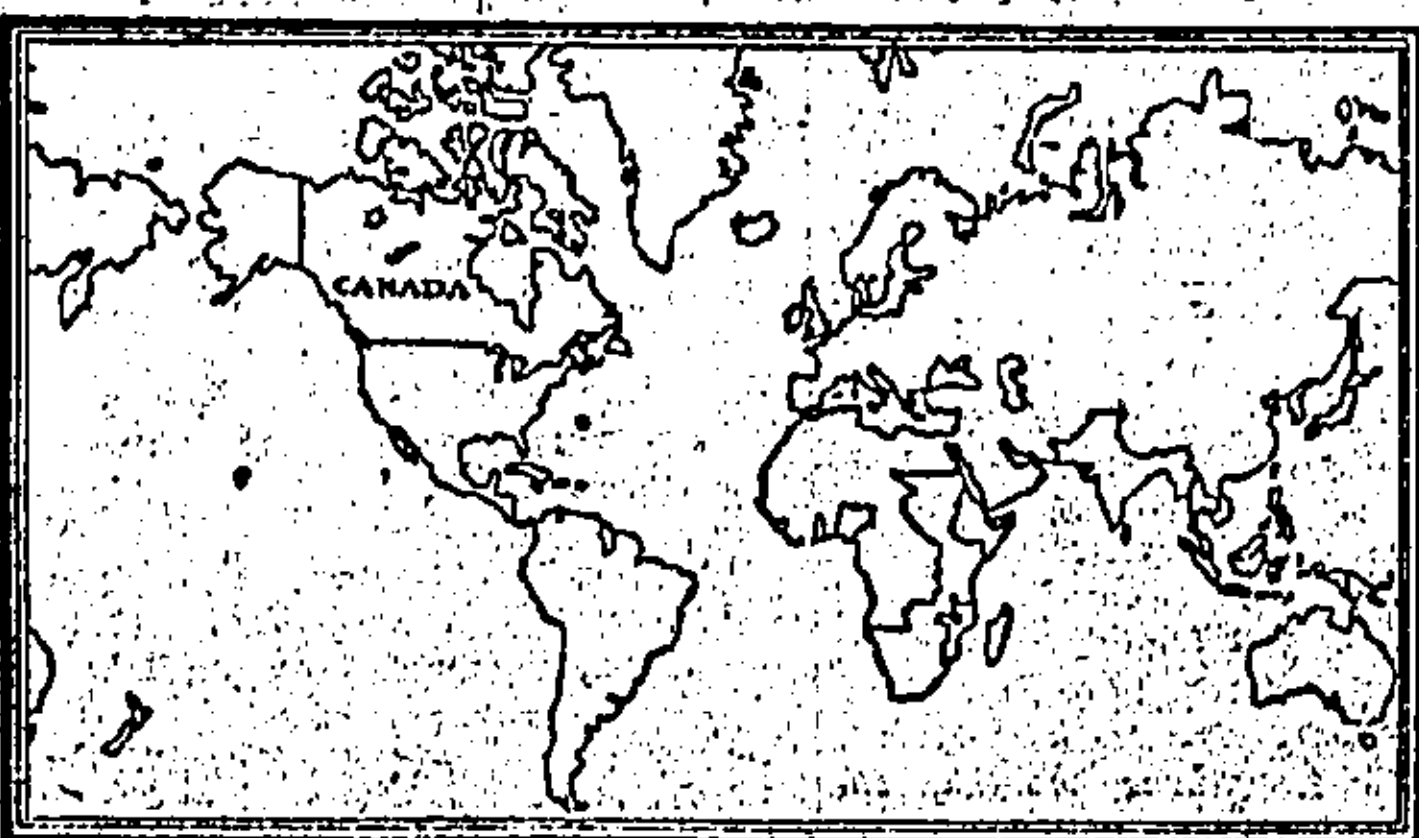
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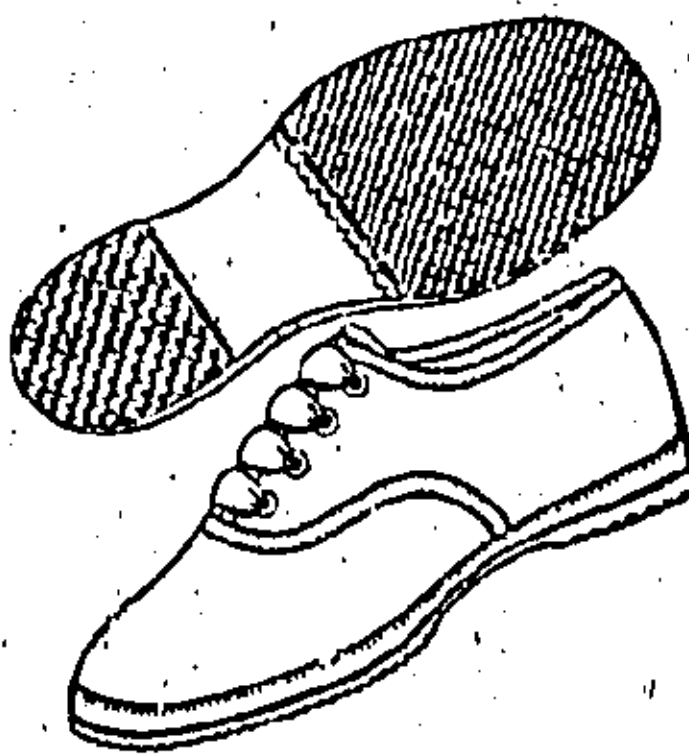
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Hong Kong, Thursday, July 16, 1931.

"Given Peaceful Conditions"

This phrase, in regard to the foreign Powers and China, is getting a little tiresome. British trade, we are told again and again, "should definitely revive, given peaceful conditions in China and a recovery in the price of silver." It is now to be associated with the other hackneyed terms with which shareholders have to be satisfied; like the cliché "world depression," it has no longer any meaning for people who are really well-informed on world affairs.

The last to hold out this marvellous bone of illusive optimism are the Board of Directors of the Manchester Chamber of Commerce, through the Chairman of the China and Far East Section, Mr. W. Maxwell Reekie, O.B.E. The report commences by giving comparative figures of exports of cotton piece goods to the Far East, which were 614 last year compared with 103.3 in 1927, and then continues:—

"China is still passing through times of great stress. It has always been assumed that the Nationalist Government, which took over control in 1928, would be faced with great problems and difficulties, and this has proved to be the case. There has been a more or less continuous struggle between the Nationalist and Communist forces. During 1930 this has involved the Government in serious difficulties. British trade has suffered and must continue to be affected by any period of

disorder in China. Although formally established, and internationally recognised, the Nationalist Government has much to accomplish before it secures that state of control which is essential for the stability of trade. It is sincerely to be hoped that there will be no further outbreak of civil war.

"Meanwhile, as concerns the past year, the political state of China has not been the only factor accounting for our lack of trade. The phenomenal drop in exchange rendered business almost impossible. Thus, the heavy decline in cotton values, which would normally have been of great benefit, has occurred almost without advantage to buyers in China.

"Competition from Japan continues to be an important feature. Our Eastern competitor has, like ourselves, been seriously affected by the Chinese domestic situation, but has none the less continued to play a dominant part. The year has shown that the activities of mills in China play an ever-increasing part in the trade situation.

"Given peaceful conditions in China and a recovery in the price of silver, our trade there should definitely revive. On the whole, the general situation affecting the China market showed improvement towards the close of the year."

The report shows a fundamental misunderstanding of the Chinese political situation, but this is so often the case with manufacturers and business men at home that we who live out East have long since ceased to be surprised. What manufacturers at home fail to realise is that the loss of trade which Great Britain has sustained in the East is not due so much to conditions as to lack of enterprise. They are reluctant to advertise and they take few steps to establish trading connections other than to send a representative out once a year or to appoint agents whom they immediately proceed to neglect. For example, the local agent of a famous British light motor car has to pay his own advertising costs and is refused every assistance that might enable him to increase his sales. He has even been advised to engineer an advertising appropriation by increasing the prices of his cars.

American and other foreign manufacturers, on the other hand, are establishing permanent connections with Chinese importers and are spending large sums in advertising with the result that their volume of trade business has increased, and they are gradually ousting the British manufacturers from the China market. It is facts such as these which have to be faced squarely if Britain is to recapture her place in the Eastern markets, for no good can be achieved by standing still and mummbling about "peaceful conditions" and "world depression."

News in Brief.

One Chinese case of diphtheria was notified yesterday.

Lance-Sergeant Nolan returned from home leave on the P. & O. s.s. Rajputana to-day.

Quarantine restrictions have been imposed against arrivals from Pakhoi on account of plague.

An unknown Chinese, who was a patient in the Tung Wah Hospital, committed suicide yesterday by cutting his throat with a pen-knife. His age is stated to be about 50.

Senders of telegrams are informed that, owing to one faulty cable between Hong Kong and Shanghai, telegrams to and from Shanghai and beyond may be subject to slight delay.

Found at the junction of Shanghai Street and Nelson Street, Mongkok, after having fallen from the second floor of 554 Shanghai Street, the body of Yeung Ng-shung (50), a widow, was conveyed to the Kowloon Mortuary.

Li Hoo-chi (15), an apprentice plumber, of 44 D'Agular Street, was taken to the Government Civil Hospital yesterday suffering from internal injuries caused by accidentally falling from the third floor to the second floor of 15, Peak Road whilst at work there.

Whilst playing on the roof of 368 Nathan Road with other boys, a student, Leung Kai-ye (20), of 423 Shanghai Street, accidentally fell over the ledge into Mau Lam Street and was seriously injured. He was taken to the Kowloon Hospital, where he died shortly after admission.

Kong Chi-sun, aged 23, of 57, Aberdeen Street, Hong Kong, was drowned whilst bathing with friends at Laichikok yesterday. He was apparently not a strong swimmer, and got out of his depth, all efforts at rescue being in vain. Up to a late hour last night the body had not been recovered.

Shortly before noon to-day, a crippled Chinese was knocked down by a P.W.D. lorry outside the Central Theatre, Queen's Road West. He was trying to cross the thoroughfare when the accident happened. He was severely injured, and an ambulance conveyed him to hospital.

Mr. T. B. Wilson, of the Dollar Line, asks us to contradict the report in our last issue that he was the gentleman involved in the car v. rikishas smash in Queen's Road East yesterday. Inadvertently the wrong initials were supplied to our reporter. We sincerely regret that Mr. T. B. Wilson has been the victim of an unfortunate error.

In the Summary Court yesterday, Mr. Justice Lindell gave judgment for \$17.50 in favour of a Chinese tailor who claimed \$53.50, wages for work done from Madame Chiffon. Defendant successfully pleaded that she had made an advance of \$20 on the work. She also claimed that he had spoiled a dress, which had cost \$10 to replace. His Lordship deducted these items from the claim.

PRESS SENSATION.

Veteran Journalist Takes His Life.

THREATENED WIFE

New York, Yesterday. Newspapers, already have experienced a sensation in the suicide of the obnoxious editorial writer for the World and Telegram, Mr. J. H. Ballard, who in 1888 was connected with the London Echo, and later worked in the Consulate at Singapore. Before shooting himself in the temple, Ballard threatened the life of his wife, who was standing in the window and was slightly injured in falling. Ballard's American Secretary, Mr. J. H. Ballard, was found dead in his room at the Hotel New York.

PRISONS OF THE COLONY

Number of Convicts Shows Increase.

OVERCROWDING BOGEY.

The number of prisoners received into prison during the year and the corresponding number for 1929 were as follows:—

	1929.	1930.
Convicted by Ordinary Courts	4,773	5,024
Convicted by High Court, Wei-hai-wei	7	—
Debtors	66	73
On remand or in default of finding surety	933	796
Total	5,779	5,893

There was a decrease in the number of prisoners convicted for larceny during the year under review the number being 1,237 against 1,410 for the previous year.

59 per cent. of the total admissions to prison were Revenue Grade prisoners.

44 boys were admitted as Juveniles, i.e., under 16 years of age, during the year, with sentences varying from 48 hours detention to 12 months' hard labour, but only 19 were treated as Juvenile Offenders; the others in the opinions of the Superintendent and Medical Officer being over 16 years of age. In 3 cases corporal punishment was awarded by courts in addition to sentences of imprisonment.

The percentage of convicted prisoners admitted to prison with previous convictions recorded against them was 22.8 as compared with 23.8 for 1929.

250 prisoners were convicted by Police Courts in the New Territories, against 125 for the previous year.

10 Years' Figures. The following table shows the number of convicts in custody on December 31 for the past 10 years, and the percentage of the total number of prisoners in custody to the estimated population of Hong Kong:—

	No. of convicts in custody	Percentage of population
1921	231	0.05
1922	259	0.05
1923	294	0.05
1924	345	0.05
1925	394	0.05
1926	409	0.05
1927	392	0.04
1928	352	0.03
1929	331	0.03
1930	256	0.02

Victoria Gaol (Male Prison). 14,091,535 forms were printed and issued to various Government Departments and 77,701 books bound or repaired, as compared with 15,611,413 forms and 101,884 books in 1929. During the year type to the value of \$2,500 was cast.

A Linotype machine was installed in October and is a most useful addition to the equipment of the Printing Department.

Owing to the demolition of the Printing Shop which was considered unsafe, a temporary shop was erected in one of the Yards. This transfer and the strike referred to in paragraph 15 caused a falling off in the output for the year.

Other work done in the Prison included matmaking, tailoring, carpentering, tinsmithing, painting, laundering, shoe-making, soap-making, net-making and basket-making in addition to the necessary upkeep work of cooking, cleaning and minor building repairs. In consequence of the removal of the Printing Department necessary which added to the congestion in the Yards, and industrial work suffered in consequence.

Just So! The Gaol was again overcrowded and until a new prison is built it is likely to continue to be overcrowded.

In August a European warder was stabbed and severely wounded by a prisoner undergoing a sentence of 12 months. The prisoner was tried at the Supreme Court and sentenced to seven years' hard labour.

A general strike of convicted prisoners occurred on December 16. Labour was resumed generally on December 24. A special Committee of unofficers was appointed to act with the Superintendent of Prisons in dealing with five serious cases of insubordination arising out of the strike. The remainder of the strike was dealt with by the Superintendent under his own powers.

Two prisoners escaped on October 9. They were recaptured at Victoria Gaol (Female Prison).

This prison was also overcrowded. The ground for a new female prison is being prepared.

During the year the working party of British and Chinese residents continued to visit the Prison to instruct the women in sewing, tailoring, etc., and to give them elementary education. The prisoners are attentive and appreciative and the results gratifying. Thanks are again due to the visiting ladies for their voluntary and willing efforts.

The female prisoners took no part in the strike.

Laichikok Prison.

Garden work continues to give useful employment. Other work done at Laichikok apart from the necessary upkeep duties of cooking, cleaning, etc., are string and net making, basket and broom making and grass mat-making. During the year coir mat-making was successfully added to this list. Prisoner No. 3225 escaped on June 2, 1930. He has not been recaptured.

The conduct of prisoners generally was very good.

General. 388 punishments were awarded for breaches of prison discipline as compared with 493 for the preceding year. Corporal punishment was inflicted in twenty-five cases for prison offences.

One hundred and sixty-six (166) prisoners were whipped by order of courts.

There were 16 deaths (14 natural causes and 2 executions).

The conduct of the staff, with some exceptions, was very good.

The general health of the staff was good.

Existing fire appliances are in good condition.

The rules laid down for the Government of Prisons were complied with.

"Ministry of Interior."

A Food Committee was appointed to enquire into the diet for prisoners and a temporary improved scale of diets was approved as from December 7 pending further consideration of the matter.

With reference to the Secretary of State despatch of November 12, 1930, enclosing a copy of the resolution of the Colonial Office Conference in regard to Prison Administration and Prison Services and drawing attention to comments in the Committee's report, the Superintendent states that

(1) The Police and Prison Departments in this Colony are kept separate as recommended by the Committee.

(2) There is no Discharged Prisoners Aid Society in this Colony. Such an institution might do useful work in assisting recommended cases after discharge.

(3) Given better accommodation educational classes could be held and lectures given but until it is possible to segregate the different classes and to separate the hopeful cases from the habitual, the prospect of reforming the criminal in prison is remote.

Schemes in the Air.

Schemes are under consideration for the building of a new prison. Until that institution is occupied little or nothing can be done effectively to separate the different classes.

(4) Except in a few cases where unproductive labour is used as a deterrent, every convicted prisoner in Hong Kong is now employed on some form of useful work. Many develop into good tailors, carpenters, mat-makers and printers and with better facilities better working results would be obtained. Fifteen years ago the majority turned the handles of machines known as "cranks" or carried shot and stone, both forms of labour producing no result except perhaps the development of certain muscles and dull discontent.

(5) This Colony's criminal population is peculiar inasmuch as 94 per cent. of the prisoners convicted are not British born and 23 per cent. are banished for periods varying from 5 years to life after completing their sentences in prison. It is doubtful whether any system of educational or "vocational" training would have much value in these cases. The only way to judge would be by the numbers of

(Continued on Page 7.)

Ten Years Ago

[From the "China Mail" of July 16, 1921.]

To-day's dollar is worth 2/8½.

A visitor to the Colony, Mr. C. C. Quackenbush, staying at the Hong Kong Hotel, who rashly went outside the beaten track and ventured into Chinese districts that he did not know, reports a most unpleasant experience which occurred to him at ten o'clock last night. Mr. Quackenbush stated that he was considering whether he should visit a Chinese restaurant, when he was attacked by two Chinese who robbed him of \$1,000 American gold currency, his passport from Manila, and a first-class steamship ticket from Manila to Seattle.

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MISS GERTRUDE TURNER.
(National Prodel Higher Certificate).

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HONG KONG DOLLAR DIRECTORY.—On sale at all book-stalls and at the offices of the Publishers, 3A, Wyndham Street.

"COASTWISE"—An interesting book of cartoons depicting "Happenings" on the China Coast. Price \$1, on sale at the "China Mail" office, 3A, Wyndham Street.

AN INTRODUCTORY HISTORY for schools by A. H. Crook, W. Kay and W. L. Handley. Price \$2, on sale at the publishers, Newspaper Enterprise, Ltd., 3A, Wyndham Street.

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NEW ADVERTISEMENTS

PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 20th day of July, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Tai Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Area in Acres	Annual Rental
1	At Tai Kok Tsui, in the Colony of Hong Kong.	As per plan.	3.72	750

PUBLIC AUCTION.

PARTICULARS & CONDITIONS
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PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Area in Acres	Annual Rental
1	At Tai Kok Tsui, in the Colony of Hong Kong.	As per plan.	12.32	250

PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 20th day of July, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Tai Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Area in Acres	Annual Rental
1	At Tai Kok Tsui, in the Colony of Hong Kong.	As per plan.	10.472	192

PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 20th day of July, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Tai Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Area in Acres	Annual Rental
1	At Tai Kok Tsui, in the Colony of Hong Kong.	As per plan.	11.18	198

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

ON

TUESDAY, July 21, 1931, commencing at 2.30 p.m., at their Sales Room, 4, Duddell Street.

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Teak and Iron Bedsteads, Iron Cot, Wash Stands, Enamelled Bath, Porcelain Wash Basins, Dinner Crockery, Glass Ware, Cutlery, Stoves, Ice Chests, Cooking Utensils, Rattan Chairs, Curtains, Linens, etc.

A QUANTITY OF BLACKWOOD FURNITURE.

including:—
Joss Tables, Chests, Jardinieres, Armchairs, Marble Top Round Table, Tea Poy, etc.
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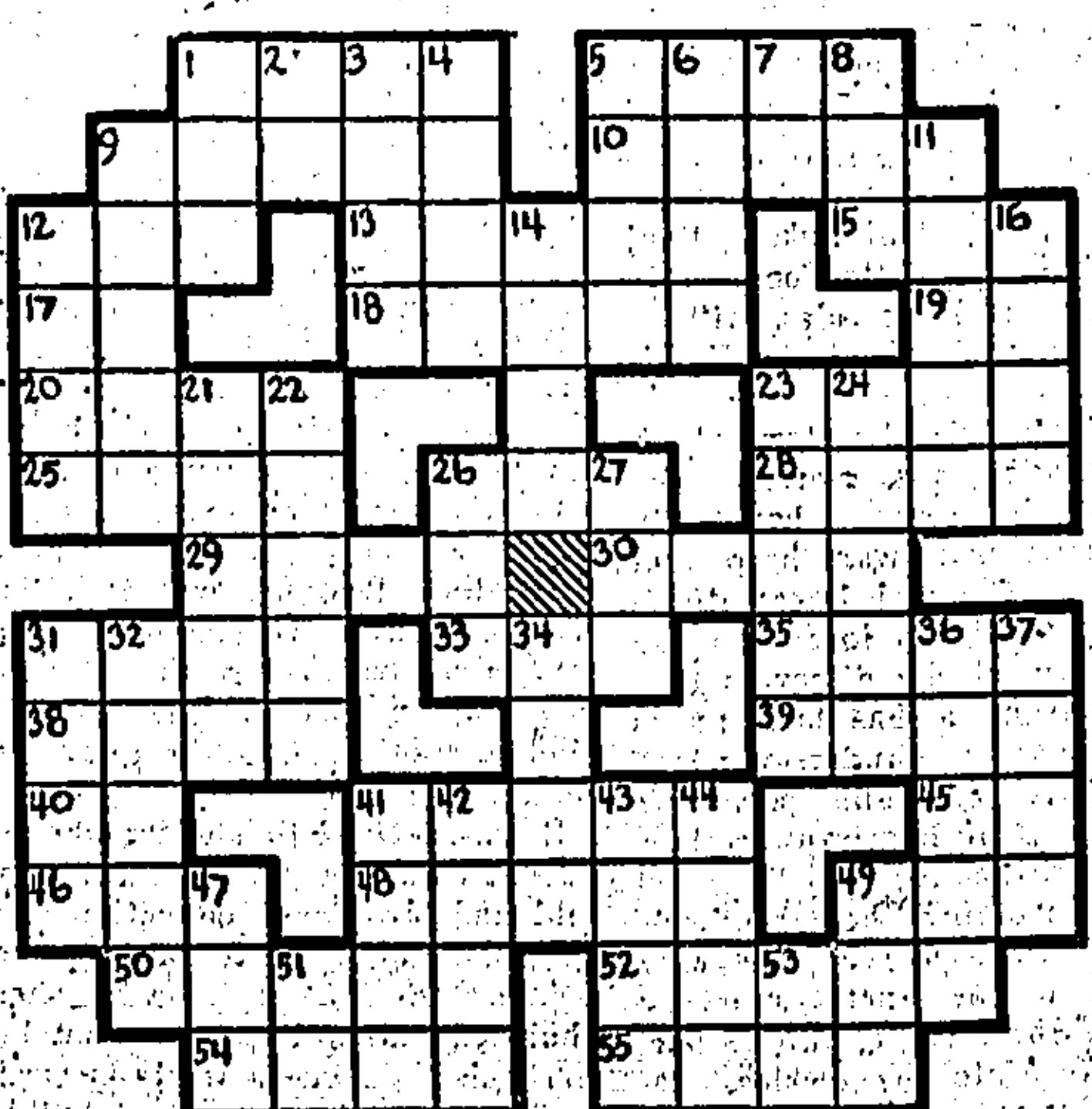
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plop, and altho.)



- HORIZONTAL**
- 1—Capable
 - 2—Heavenly body
 - 3—Guide
 - 4—Sea duck
 - 5—Open (Post)
 - 6—Fog-horn
 - 7—Egyptian sun-god
 - 8—Borneo
 - 9—A continent (abbr.)
 - 10—Pronounced
 - 11—Wharf
 - 12—Break suddenly
 - 13—A tree
 - 14—Male descendant
 - 15—Howl
 - 16—Arduous
 - 17—Duchy
 - 18—Torespeak
 - 19—Imperfectly
 - 20—Foundation
 - 21—A gender
 - 22—Comparative suffix
 - 23—Alchemist
 - 24—Intro
- HORIZONTAL (Cont.)**
- 25—Half a score
 - 26—Doctrine
 - 27—Unseen
 - 28—Girl's name
 - 29—Thief
 - 30—Spokenard
 - 31—A duty (Latin)
- VERTICAL**
- 1—Greek goddess of mischief
 - 2—Eddies
 - 3—In a smaller degree
 - 4—Large lake
 - 5—Prophecy
 - 6—Kitchen utensil
 - 7—Advertisement
 - 8—A color
 - 9—A country of Europe
 - 10—Assessment
 - 11—A waste (leaving)
 - 12—A wading bird
- VERTICAL (Cont.)**
- 13—Organ of hearing
 - 14—The neutrals
 - 15—A species of lyric poem
 - 16—A hymn
 - 17—Coast and islands of W. Asia Minor
 - 18—A small
 - 19—Assault
 - 20—Uncovered
 - 21—Chief of the gods
 - 22—Slip
 - 23—To be awaiting
 - 24—Agitate
 - 25—A Roman emperor
 - 26—English school
 - 27—Girl's name (short)
 - 28—Sumo wrestler
 - 29—A passion
 - 30—A father
 - 31—Quintessence

The solution of the above cross-word puzzle will appear in tomorrow's issue along with a new cross-word puzzle.

SCHOOL MISTRESS
ACCUSED.

Solicitor Rebuked by
Witness.

RIDICULOUS QUESTIONS!

At the Kowloon Magistracy yesterday, Mr. E. W. Hamilton heard evidence in the case in which Chan Wai-man, a school mistress, is charged with the theft of a purse containing \$150, the property of another woman named Li Su-wan, of 13, Jordan Road, third floor.
It was alleged that the accused visited the complainant at about 9.30 a.m., on June 13 and the money was missed the same morning.
When accused was seen again by the principal tenant of the floor on the following day she was told by the latter that she was the only person seen to enter the complainant's cubicle and therefore she could have been the only one to steal the money. Then, it was further alleged, the accused wrote out a document saying that she would pay what she could afford in monthly instalments.
Mr. F. X. d'Almada, sen. for the defence, questioned the principal tenant as to the nature of her morning meal and the time she took it. Witness resented these questions and remarked that counsel was asking ridiculous things. When told by the Magistrate that she had to answer, witness said that she had three meals a day, and the nature of these meals was according to her likes.
The case was adjourned until next Tuesday.
For the first time live lobsters have been shipped from Yarmouth, Nova Scotia, under refrigeration. Of the 622 crates which formed a recent cargo, 59 went under refrigeration, being kept at a temperature of 45 degrees. This puts the crustaceans on the Boston market in the best of condition.

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 16th July, 1931.
Next Settlement Day, Tuesday, 28th July, 1931.

STOCK	Buy- ers	Sell- ers	Sales	Open	Fin. year	Last dividend and when paid
Banks.						
Hong Kong Bank	2060	2060	Dec.	100	100	Mar. 31
Chartered Bank	142	142	Dec.	100	100	Mar. 31
Mercantile Bk., A.S.B.	20	20	Dec.	100	100	Apr. 31
C. C.	1274	1274	Dec.	100	100	Feb. 28, 31
Bank of Asia	1274	1274	Dec.	100	100	Feb. 28, 31
Insurance.						
Canton Ins.	1435	1435	Dec.	100	100	May 15, 31
Union Ins.	600	600	Dec.	100	100	May 29, 31
*China Underwriters	54	54	Dec.	100	100	May 29, 31
China Fire Ins.	675	675	Dec.	100	100	May 29, 31
H. K. Fire Ins.	1100	1100	Dec.	100	100	Mar. 26, 31
Shipping.						
Douglases	214	214	Dec.	100	100	Mar. 4, 31
H. K. Steamships	221	221	Dec.	100	100	June 15, 31
Indo-China (Pref.)	40	40	Dec.	100	100	June 15, 31
(Def.)	30	30	Dec.	100	100	July 31, 31
Shells Bearer	483	483	Dec.	100	100	Mar. 31, 31
Union Waterboats	234	234	Dec.	100	100	Mar. 31, 31
Mining.						
Beaconsfield	34	34	Dec.	100	100	June 30, 31
Kailash Mining Ad.	284	284	June	100	100	Dec. 30, 31
Langkat (Single)	105	105	Oct.	100	100	May 3, 31
Shai Exploration	2	2	Dec.	100	100	May 4, 31
Loans	41	41	Dec.	100	100	Feb. 6, 31
*Raub	35	35	Mar.	100	100	July 15, 31
Venezuela Gold Fields	3	3	Dec.	100	100	July 15, 31
Docks, Wharves, Godowns, &c.						
H. K. & W. Wharves	104	104	Dec.	100	100	Mar. 19, 31
H. K. & W. Docks	20	20	Dec.	100	100	Mar. 19, 31
South Ch. Motors	10	10	Dec.	100	100	Apr. 8, 31
*China Provident (old)	5.90	5.95	Dec.	100	100	May 4, 31
(new)	2.70	2.70	Dec.	100	100	Mar. 4, 31
Hongkong	270	270	Dec.	100	100	Apr. 1, 31
N. Engineering	71	71	Dec.	100	100	Apr. 1, 31
Shanghai Docks	115	115	Apr.	100	100	Pending
Lands, Hotels & Buildings.						
*H.K. & S. Hs. (old)	16.30	16.10	Dec.	100	100	Apr. 16, 31
(new)	151	151	Dec.	100	100	Apr. 16, 31
H.K. Lands	91	91	Dec.	100	100	Apr. 16, 31
Shanghai Lands	38.85	38.85	Dec.	100	100	Apr. 16, 31
Humphreys (old)	20	20	Dec.	100	100	Apr. 16, 31
(new)	104	104	Dec.	100	100	Apr. 16, 31
H. K. Realities	14.85	14.85	Dec.	100	100	Apr. 16, 31
Chinese Estates	36	36	Feb.	100	100	July 21, 31
Cotton Mills.						
*Ewo Canton	14.40	14.40	Dec.	100	100	Mar. 19, 31
Shanghai Cotton	11	11	Apr. and Oct.	100	100	May 31, 31
Zong Sing	11	11	June	100	100	Oct. 11, 31
Public Utilities.						
*H. K. Tramways	21	21.40	Dec.	100	100	Feb. 27, 31
Peak Trams (old)	14	14	Apr.	100	100	June 15, 31
(new)	6.00	6.00	Dec.	100	100	June 15, 31
Star Ferries	253	253	Dec.	100	100	June 15, 31
Yau Ma Tei	253	253	Dec.	100	100	June 15, 31
*China Light	23	23	Sept.	100	100	Dec. 15, 31
H. K. Electric	511	511	Dec.	100	100	Mar. 15, 31
Macao	29	29	Dec.	100	100	Mar. 15, 31
Sandakan Lights	12	12	June	100	100	Pending
H.K. Tel. fully paid	19.00	19.00	Dec.	100	100	Feb. 21, 31
China Buses	9	9	Sept.	100	100	Feb. 6, 31
S'pore Tramways (Ord.)	197	197	Sept.	100	100	Feb. 6, 31
(Pref.)	197	197	Sept.	100	100	Feb. 6, 31
Industrials.						
China Sugars	55	55	Dec.	100	100	Mar. 31, 31
Malayan Sugars	39	39	Dec.	100	100	Mar. 31, 31
Cald. Merg. Ord.	14	14	Dec.	100	100	Mar. 31, 31
(Pref.)	104	104	Dec.	100	100	Mar. 31, 31
Canton Ice	7	7	July	100	100	Mar. 31, 31
*Cements (cont.)	10	10	Dec.	100	100	Mar. 31, 31
(old)	131	131	Dec.	100	100	Mar. 31, 31
(new)	2	2	Dec.	100	100	Mar. 31, 31
H. K. Ropes	211	211	Dec.	100	100	Mar. 31, 31
Stores, &c.						
Dairy Farms	30.60	30.60	Dec.	100	100	Mar. 31, 31
Watsons	10	10	Oct.	100	100	Mar. 31, 31
Der A Wing	1	1	Dec.	100	100	Mar. 31, 31
Lane Crawford (C.R.)	8.20	8.20	Feb.	100	100	Apr. 8, 31
Mackintosh	18	18	Feb.	100	100	Apr. 8, 31
Sincores	14	14	Feb.	100	100	Apr. 8, 31
Wm. Powells	4	4	Feb.	100	100	Apr. 8, 31
Sou. Ch. Enterprises	123	123	Feb.	100	100	Apr. 8, 31
Miscellaneous.						
H.K. Amusement (old)	28	28	Mar.	100	100	Sept. 2, 31
(new "A")	234	234	Mar.	100	100	Sept. 2, 31
(new "B")	173	173	Mar.	100	100	Sept. 2, 31
Ch. Entertainment	173	173	Mar.	100	100	Sept. 2, 31
H. K. Constructions	12	12	Dec.	100	100	Apr. 8, 31
B. Ind. C. Bonds	100	100	Dec.	100	100	Apr. 8, 31
H. K. Govt. Loans	100	100	Dec.	100	100	Apr. 8, 31

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NEXT SAILINGS FROM HONG KONG

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S.S. "VENEZIA"	July 27	Aug. 2
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S.S. "TEVERE"	July 28	Aug. 9

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ASAMA MARU	Wednesday, 5th August.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.	
HIKAWA MARU	Tuesday, 28th July.
HIYE MARU	Tuesday, 25th August.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	
YASUKUNI MARU	Monday, 27th July.
SUWA MARU	Saturday, 8th August.
SYDNEY & MELBOURNE via Manila & Ports.	
KAMO MARU	Saturday, 25th July.
KITANO MARU	Saturday, 22nd August.
BOMBAY via Singapore, Penang, & Colombo.	
TOKUSHIMA MARU	Tuesday, 28th July.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	
HEIYO MARU	Tuesday, 28th July.
NEW YORK, BOSTON via Panama.	
ATAGO MARU	Sunday, 2nd August.
LIVERPOOL via Port Said, Stambul (Constantinople), Genoa.	
DURBAN MARU	Saturday, 18th July.
CALCUTTA via Singapore, Penang & Rangoon.	
MURORAN MARU	Thursday, 16th July.
MALACCA MARU	Wednesday, 29th July.
HANGHAI, KOBE & YOKOHAMA.	
KITANO MARU (Nagasaki direct)	Friday, 17th July.
BENGAL MARU	Saturday, 18th July.
HAKOZAKI MARU	Friday, 24th July.

For further information apply to: NIPPON YUSEN KAISHA
Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS via SAIGON, SINGAPORE, COLOMBO, DURBAN & CAPE TOWN.	La Plata Maru	Mon., 20th July
CAPE TOWN, DURBAN, LOURENCO MARQUES, ZANZIBAR & MOHAKA via Singapore & Colombo.	Madras Maru	Fri., 17th July
BRISBANE, SYDNEY, MEL- BOURNE, AUCKLAND & WELLINGTON via Manila. JAPAN PORTS (Frequent Services).	Melbourne Maru	Thurs., 6th Aug.
LONDON, HAMBURG, ROT- TERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Atlas Maru	Mon., 10th Aug.
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Kwanisi Maru	Thurs., 23rd July
BOMBAY via Singapore, Belawan Deli & Colombo.	Borneo Maru	Sun., 19th July
CALCUTTA via Singapore, Penang & Rangoon.	Havana Maru	Sat., 18th July
HAIPHONG via Hoihow & Fakhoi (Fortnightly).	Menado Maru	Thurs., 23rd July
KEELUNG via Swatow & Amoy (8 p.m. every Sun- day).	Canton Maru	Sun., 19th July
TAKAO via Swatow & Amoy (Fortnightly).	Deli Maru	Thurs., 30th July

For further particulars please apply to:
OSAKA SHOSHEN KAISHA
Telephone 15041.

BRITISH WUCHOW LINE

SAILING DATES FOR JULY, 1931 (Subject to Change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 3 p.m.

Steamer	Leaves Hong Kong	Arrives Wuchow	Leaves Wuchow	Arrives Hong Kong
TAI MING	FRI. 17th	SUN. 19th	MON. 20th	TUES. 21st
TAI MING	FRI. 24th	SUN. 26th	MON. 27th	TUES. 28th
TAI MING	FRI. 31st	SUN. 2nd	MON. 3rd	TUES. 4th

Ports of Call: Simsburi, Shuangshui, Takung & Doshing.

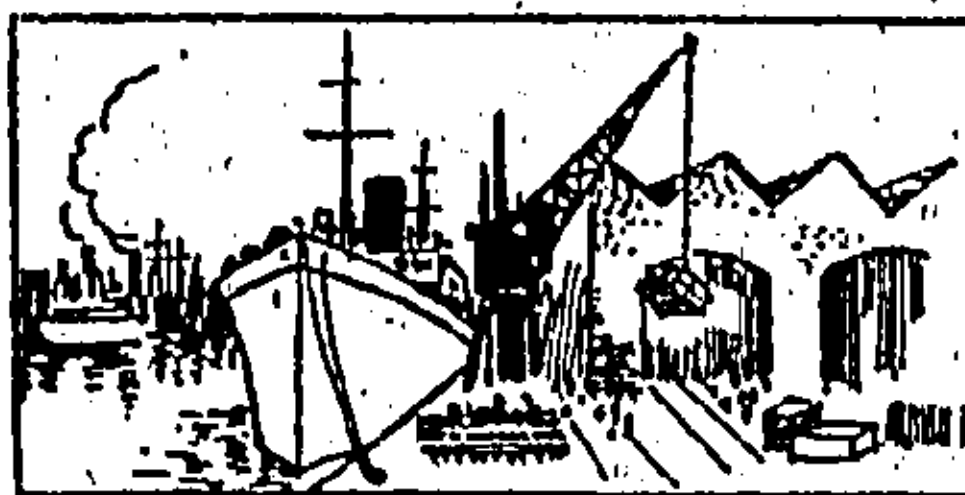
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Hong Kong Arrivals & Departures from Tai Hing Wharf.

Telephone 15041.

SANG WO Co. Ltd.



Shipping Intelligence.

WATER LEVELS.

Details for West, North
and East Rivers.

The following table, issued by
the Kwangtung River Conservancy
Commission, shows in feet the
water levels on the West River,
North River and East River on
the dates named:—

	July 13	July 14
West River at Shuangshui	21.7	21.7
North River at Samshui	12.9	13.2
East River at Shuangshui	6.0	7.1

The level at Shuangshui on the
12th inst. was 20.6 and at Tsing-
yuen on the 11th inst. the level
was 10.3.

The highest levels recorded
are: Shuangshui, 41 feet; Tsing-
yuen, 29.2 feet; Samshui, 27.3
feet; Shuangshui, 11.5 feet.

The lowest levels on record
are minus 5 feet at Samshui and
minus 2.7 feet at Shuangshui.

ARRIVALS OF SHIPS.

Tuesday, July 14.
Dei Maru, Japanese str., 1,298
tons, Captain R. Sanada, from
Canton, O.S.K. Wharf.—O.S.K.

Tijikarung, Dutch str., 6,064 tons,
Capt. P. Hopman, from Mani-
la, buoy No. A2.—J.C.J.L.

Wednesday, July 15.
Canton Maru, Japanese str., 1,647
tons, Captain Y. Iwasaki, from
Swatow, O. S. K. Wharf.—
O.S.K.

Empress of Japan, British str.,
15,725 tons, Capt. S. Robinson,
from Manila, Kowloon Dock.—
C.P.S.

Foylebank, British str., 3,455 tons,
Capt. C. S. Newton, from Kee-
lung, buoy No. A6.—Bank Line.

Haiyang, British str., 1,363 tons,
Captain Erwin, from Swatow,
Douglas Wharf.—Douglas S.S.
Co.

Kronviken, Norwegian str., 1,519
tons, Capt. Kwamme, from Can-
ton, buoy No. B16.—Wallem &
Co.

Mausang, British str., 2,063 tons,
Captain G. F. Matthews, from
Sandakan, buoy No. B22.—
J. M. & Co.

Pong Tong, British str., 1,001 tons,
Capt. R. E. Freckleton, from
Saigon, buoy No. B18.—Yuen
Seng Fat.

Shantung, British str., 1,568 tons,
Captain J. S. G. Brown, from
Swatow, buoy No. B20.—B. & S.

Shun Chih, Chinese str., 1,251
tons, Captain T. Thorbjornsen,
from Saigon, buoy No. C2.—
Chang Tong Ha.

Taiyuan, British str., 2,100 tons,
Capt. R. Robertson, from Can-
ton, buoy No. B9.—B. & S.

Van Heutz, Dutch str., 2,749 tons,
Captain H. J. G. Blits, from
Swatow, buoy No. A16.—
J.C.J.L.

WARSHIPS IN PORT.

The following British warships
were in harbour to-day:—

Caradoc—West wall.
Odin—East wall.
Otus—East wall.
Sepoy—North arm.
Seraph—North arm.
Seraphis—North arm.
Stormcloud—North arm.
Tamar—Basin.

Foreign.
Adamastor—Portuguese cruiser.
Mindanao—American gunboat.
Regulus—French sloop.

HONG KONG TIDES.

The time used is Standard, or
mean time of the meridian of 120
deg. E.; 00h. is midnight, 12h. is
noon. The heights are referred to
the datum of the largest scale Ad-
miralty chart of the place and
should be added to the depths given
on the chart unless preceded by an
asterisk (*), when they should be
subtracted from the depths.

July 16 to 22, 1931.

DATE	HIGH WATER	LOW WATER
July 16	6.45 a.m.	1.15 p.m.
July 17	7.15 a.m.	1.45 p.m.
July 18	7.45 a.m.	2.15 p.m.
July 19	8.15 a.m.	2.45 p.m.
July 20	8.45 a.m.	3.15 p.m.
July 21	9.15 a.m.	3.45 p.m.
July 22	9.45 a.m.	4.15 p.m.

MODERN WHALING.

By a Successor to
Herman Melville.

The old whalers, thanks to
Herman Melville and Frank Bullen
and many others, have their place
in British literature. But, since
the voyages of the Pequod and the
Cachalot, the methods of pursuing
and capturing whales have changed
almost as much as the whaling
ships themselves, and a chronicler
of the modernised industry has long
been required. He has at last ap-
peared in the person of Mr. A. G.
Bennett, who knows his subject as
well as any of his literary predeces-
sors, seeing that his home is in the
Falkland Islands, and out of four-
teen years of experience four have
actually been spent at sea with the
Antarctic whaling fleet. His book,
Whaling in the Antarctic, with illus-
trations and diagrams, (Blackwood,
7s. 6d. net) is reviewed in the
Morning Post.

In spite of modern improvements,
whaling still involves much danger
and many hardships. Once a whale
has been harpooned by means of the
harpoon gun, he will be stuck to
under perilous conditions even in
the thickest of pack-ice. It is a
point of honour to confuse, if it be
humanly possible, the common say-
ing in the Antarctic that "a ship
will stand more than a man has
nerve to put her to." Cold, fatigue,
and loss of sleep must be constantly
endured. Cleanliness is an impos-
sible luxury.

Good Fellows.

The food is good, and the spirit of
good fellowship always reaches a
climax when "fresh pork day" comes
along, and some remembered or in-
vented anniversary is made the
excuse for entertaining the crews
of other vessels. The time has long
gone by when a whaling crew con-
sisted of the roughest elements. So
constant is the employment, es-
pecially on a factory ship, and so
well paid, that a good class of men
are attracted, and they stick to their
jobs year after year.

When, at the magic word slut
(finished), the voyage begins from
the unfriendly Antarctic wastes of
water to the pleasant Northern
Summer, the mess of a season is
speedily cleaned up, and it is a
spick-and-span vessel that arrives at
its European port to discharge.
But there is a catch in it—for, when
the crew had decided that their
vessel is a model of cleanliness, the
first port official to come aboard in-
evitably remarks: "Phew!—doesn't
she stink?"

Mr. Bennett, who is among other
things and expert ornithologist, has
much that is new and true to
tell us about the living creatures of
the Antarctic. The focus of whal-
ing has shifted from the Far North
to the Far South, and it is the
Blue and Fin whales rather than
the Sperm and Right whales which
are the chief quarry. Some 200,000
of the former have been killed
this century in South Polar regions,
and it is certain that the present
death-rate threatens their eventual
extinction. It is not easy to find
a solution to the problem involved.

YACHT MYSTERY SOLVED.

Adventures Of An
Actor.

The mystery of a yacht without
a crew, which went ashore at
Milford-on-Sea has been solved by
the disclosure of an adventure of
Mr. E. Bellerden Clarke, the actor,
who is her owner.

Mr. Clarke, who was playing at
Bournemouth, was sailing the yacht
with a dinghy in tow off Studland,
Dorset, and fixed the tiller before
attempting to get into the dinghy,
which had shipped some water. A
fairly heavy sea was running and
swamped the dinghy.

Mr. Clarke found himself in the
water and was picked up by another
yacht. In the meantime his own
yacht sailed away.

STEAMER MOVEMENTS.

The P. & O. s.s. Alipore left
Singapore for this port on July 14
at 5 p.m., and is due here on July
20 at about 4 p.m.

DEEP-SEA SALVAGE.

The Story of the
Artiglio.

Mr. Scott has achieved a double
success in this remarkable story of
deep-sea diving for sunken treasure,
says a Home paper in regard to
Seventy Fathoms Deep (with the
Divers of the Salvage Ship
Artiglio). He gives us an exact
first-hand account of the pioneer
work of the Marine Salvage Com-
pany of Genoa (known as the
"Sofima") in recovering valuable
cargo from wrecks lying in deep
water hitherto inaccessible to
divers. And secondly, and without
any sacrifice of scientific accuracy,
he has so described the lives of the
men in the steam trawler Artiglio,
and their dangerous work among
the tides and sunken rocks of the
Atlantic, as to make of his book a
memorable romance of the sea.

The operations which he
describes, extending over three
years (1928-30), were due to Italian
enterprise. They had been the ob-
ject of much preliminary scientific
work, and the carrying out of them
called for high technical skill,
daring, and prolonged patience.
The large number of valuable
cargoes known to repose at the bot-
tom of the sea since the years of
submarine warfare had provided a
special incentive to salvage com-
panies to discover something better
than the rubber-stamp diving ap-
paratus, whose maximum limit of
depth was 120ft. It was the Sofima
Company which first exploited the
use of Newfield cast-iron diving
shells, strong enough to resist the
pressure of deep water, in which
one man could stand or sit, carry-
ing his own supply of oxygen and
breathing the same air over and
over again through a purifying res-
pirator. The shell was provided
with observation windows, through
which the diver could observe, and
a telephone connecting it with the
surface. The function of the occu-
pant was to serve as the "eye" of
the salvage party, watching and
directing operations, rather than
performing them with his own
hands.

\$100,000 Worth of Diamonds.

The Italian divers made their
first experiments in the Mediter-
ranean. It was when they "made
their debut" in the Atlantic, off the
coast of Brittany, in the Summer of
1928, that Mr. Scott first made
friends with them, and was wel-
comed on board the Artiglio as one
of themselves. Their first objective
was the Elizabethville, a Belgian
passenger steamer which had been
torpedoed on her way home from
the Congo in 1917. She was known
to have carried several tons of ivory
tusks and a packet of uncut dia-
monds, worth over \$100,000, de-
posited somewhere in the ship, no
one knew where.

This first experiment proved com-
paratively successful. Weather was
favourable, the location of the wreck
had been accurately observed, and
after a week of search the Artiglio's
grapnel stuck fast in the sunken
vessel. Gianni, the chief diver, at
his first descent, "made a very good
shot and landed on the captain's
bridge," and "straining his eyes at
the dim circles of green water" saw
before him, where the boat-deck
should have been, "a sort of cave,
walled and roofed with distorted
plating and a tangle of beams and
pipes and rods, in section not unlike
the shell of a house left standing
when the front wall has collapsed."
After some weeks of patient work
all the ivory was brought to the
surface—a valuable haul—but the
safe in which they expected to find
the diamonds contained nothing but
a British sovereign, a 10s. piece,
and a sudden packet of Belgian 100f.
notes.

Search for the Egypt.

More baffling was the search for
the Egypt, the British P. & O.
liner, which had sunk with \$1,000,-
000 in gold and silver in her billon-
room. It was more than 15 months
before the wreck could be found.
Mr. Scott graphically describes the
many measures adopted by the
treasure-hunters, dragging and
sweeping the tantalisingly rough
bottom of the sea, sending down
divers, and on one occasion resort-
ing to "black magic" of a worthy
friar who claimed skill in divination.
It was a red-letter day when
she was discovered, almost as it
seemed, by accident.

But neither the Artiglio nor most
of the workers on board of her
survived to probe the mysteries of
the Egypt. Diverted temporarily to
salvage work on the munition ship
Florence, and lured into a false
sense of security by repeated
failures to explode the cargo, they
omitted to retreat to a safe dis-
tance when a charge was exploded.
The Artiglio was blown to pieces,
and of the divers and crew only
seven survived.

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Empress of Russia		G\$190
Empress of Japan		G\$230
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RUNNING water, spacious public rooms, BEST OF FOOD with
varied menus and exceptional service throughout.

	Hong Kong	Shanghai	Kobe	Yokohama	Honolulu	Vancouver
Empress of Japan	July 13	July 21	July 23	July 25	July 31	Aug. 5
Empress of Asia	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 17	Aug. 17
Empress of Canada	Aug. 15	Aug. 18	Aug. 20	Aug. 22	Aug. 30	Aug. 30
Empress of Russia	Aug. 25	Aug. 31	Sept. 3	Sept. 5	Sept. 14	Sept. 14
Empress of Japan	Sept. 12	Sept. 15	Sept. 17	Sept. 19	Sept. 27	Sept. 27
Empress of Asia	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12	Oct. 12
Empress of Canada	Oct. 10	Oct. 13	Oct. 15	Oct. 17	Oct. 25	Oct. 25
Empress of Russia	Oct. 23	Oct. 26	Oct. 29	Oct. 31	Nov. 9	Nov. 9
Empress of Japan	Nov. 7	Nov. 10	Nov. 12	Nov. 14	Nov. 22	Nov. 22

*Empress of Russia" and "Empress of Asia" call at Nagasaki.

HONG KONG—MANILA.

	Leave Hong Kong	Arrive Manila
EMPRESS OF ASIA	July 24	July 26
EMPRESS OF CANADA	Aug. 7	Aug. 9

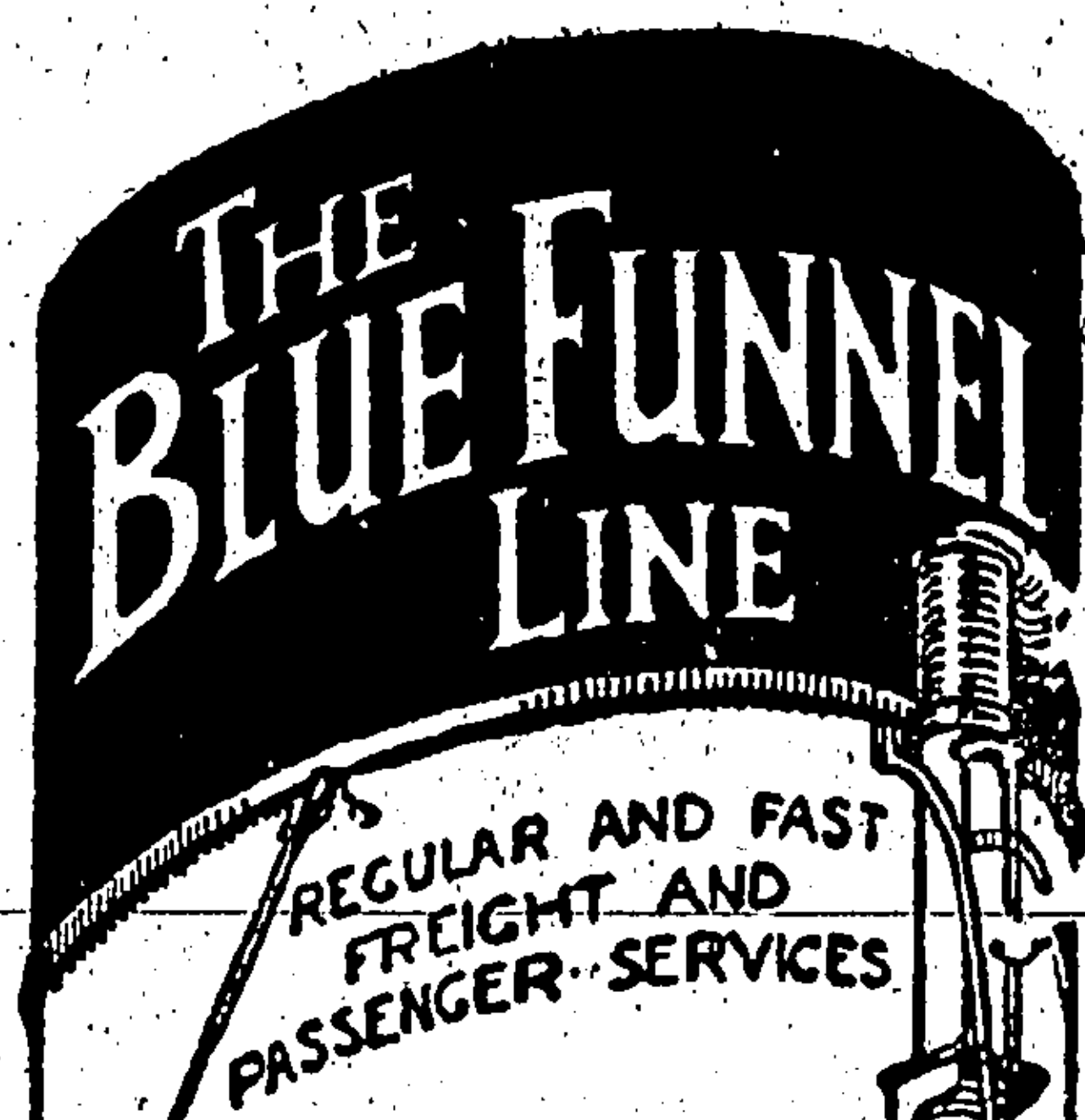
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Telephone Hong Kong All Depts. NAUTILUS: Freight Dept.



LONDON SERVICE.

"DIOMED"	21st July	For Port Said, Marseilles, Casablanca, London, Rotterdam and Hamburg
"ANTENOR"	6th Aug.	For Port Said, Marseilles, London, Rotterdam, Hamburg and Glasgow

LIVERPOOL SERVICE.

"ANTILLOCHUS"	22nd July	For Port Said, Genoa, Havre, L'pool and Glasgow
"LAOMEDON"	21st Aug.	For Port Said, L'pool, Havre & Glasgow

PACIFIC SERVICE.

"TYNDAROS"	23rd July	For Victoria, Vancouver & Seattle
"PROTEUS"	22nd Aug.	For Victoria, Vancouver & Seattle

INWARD SERVICE.

"MENEIAUS"	Due 20th July	For Shanghai, Kobe & Yokohama
"HECTOR"	Due 24th July	For Shanghai, Kobe & Yokohama

Also cargo steamers with limited passenger accommo-
dation at specially reduced fares.
For freight, passage rates and information apply to the
undermentioned.

All bookings are subject to the provisions of the Company's
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FIRST CLASS FARE TO SYDNEY, 7/6 RETURN.

LONDON (via Australia) from \$125.15.8.

(Australian Newspapers on file)

TAIPING	1st Aug.	July 15	July 21	Aug. 8
CHANG	Aug. 11	Aug. 17	Aug. 21	Sept. 6
TAIPING	Sept. 6	Sept. 15	Sept. 15	Oct. 4
CHANG	Oct. 9	Oct. 20	Oct. 23	Nov. 8

P. & O.-British India Apcar and Eastern & Australian Lines

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MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

TRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination.
KAWALPINDI	17,000	18th July	Bombay, Marseilles & London.
*PERIM	7,700	25th July	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
*KHYBER	9,000	1st Aug.	Marseilles, L'An, N'dam & A'werp
*KIDDERPORE	5,300	5th Aug.	Straits, Colombo & Bombay.
*SOMALI	6,800	8th Aug.	Marseilles, Gibraltar, Havre, London, Hamburg, Rotterdam & Antwerp.
RAJPUTANA	17,000	15th Aug.	Bombay, Marseilles & London.
*PADUA	6,900	22nd Aug.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
*KARMALA	9,000	29th Aug.	Marseilles, London, Rotterdam, Ant- werp & Hull.
CATHAY	15,000	12th Sept.	Bombay, Marseilles & London.
*SOUDAN	6,800	19th Sept.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
*KALYAN	9,000	26th Sept.	Marseilles, London, Rotterdam, Ant- werp & Hull.

* Cargo only. † Calls Casablanca. ‡ Calls Djibouti.

§ Calls Karachi & Port Swettenham.

Frequent connection from Port Said for Passengers and Cargo to Con-
stantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Imperial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

*SIRDHANA	8,000	27th July	Singapore, Penang & Calcutta.
*TILAWA	10,000	7th Aug.	Singapore, Penang & Calcutta.
SANTHIA	8,000	23rd Aug.	Singapore, Penang & Calcutta.

* Calls Port Swettenham.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

MELBORE	7,000	1st Aug.	Manila, Rabaul, Brisbane, Sydney
TANDA	7,000	2nd Sept.	& Melbourne.
NANKIN	7,000	2nd Oct.	

Regular monthly sailings from Hong Kong to Shanghai and Japan
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Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:

The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of steamers to London via Suez.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

Cheap Summer Trips to Japan, July to Sept.

TILAWA	10,000	1931.	
RAJPUTANA	17,000	17th July	Amoy, Shanghai, Kobe & Osaka.
		5.30 a.m.	
*ALIPORE	5,300	22nd July	Shanghai, Moji & Kobe.
SANTHIA	8,000	31st July	Amoy, Moji, Kobe, Y'ham & Osaka.
KARMALA	9,000	31st July	Shanghai, Moji, Kobe & Yokohama.
TANDA	7,000	7th Aug.	Shanghai, Moji, Kobe, Osaka & Y'ham.
*SOUDAN	6,800	8th Aug.	Shanghai, Kobe & Yokohama.
CATHAY	15,000	14th Aug.	Amoy, Moji, Kobe & Osaka.
*TILAWA	10,000	14th Aug.	Amoy, Moji, Kobe & Osaka.
*NANKIN	7,000	27th Aug.	Shanghai, Kobe & Yokohama.

* Cargo only. † Calls Nagoya.

‡ Calling Wei-hai-wei, Tsingtau & Shanghai on return from Japan.

All dates are approximate and subject to alteration without notice.
Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carriage steamer.
All cabins are fitted with Electric Fans on Punka Louvre System free
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Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 5 cu. ft. will be received at the Com-
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Estimates furnished on application.

Hong Kong, April 1, 1931.

GERMANY ON THE NORTH ATLANTIC.

Value of Express
Liners.

THE N.D.L. JUBILEE.

A very interesting jubilee was celebrated recently by the Norddeutscher Lloyd. Fifty years ago, on that date, the first N.D.L. express liner left Bremerhaven for New York. She was the little steamer Elbe, of 4,500 gross tons, and built in a British yard. She laid the foundation for the proud position now enjoyed by the German company on the North Atlantic.

Great Step Forward.

A new period of overseas shipping was inaugurated with this event. The Elbe, Verra, Fulda, Elider, Ems, Aller, Trave and Saale, predecessors of modern ocean giants such as the Bremen, Europa and Columbus, meant a great step forward in trans-Atlantic shipping. They had twice the tonnage of the first Bremen, sent across the Atlantic in 1853 by the North German Lloyd, as first ship of its New York service. The trip then taking 14 days was cut down to 8 days with these express liners. The North German Lloyd kept up with them an incomparable regular weekly express service on the North Atlantic. They gained the "blue ribbon" of the ocean, securing for their company a leading position among the shipping companies of the world.

After the success of those new ships the company decided in 1887 to commission three new fast liners, of about 7,000 gross tons each, the Lahn, Spree and Havel. In 1889 the Hamburg-Amerika Line followed the example of the North German Lloyd, placing into service its first fast liner, Auguste Viktoria, followed by the Columbia, Normania and Furst Bismarck.

Fifteen years elapsed before the North German Lloyd again entered into peaceful competition with the large trans-Atlantic shipping companies, 1897 the twin-screw express liner Kaiser Wilhelm der Grosse (14,349 register tons gross) was placed into service. Already her first voyage brought a speed record, which, however, was soon surpassed by the two 20,000 tons express liners Kronprinz Wilhelm (1900) and Kaiser Wilhelm II. (1902) of the North German Lloyd.

The H.A.L.

In the mean time the Hamburg-Amerika Line had placed into service an express liner similar to those of the Norddeutscher Lloyd, The Deutschland. This was followed by the America and Kaiserin Auguste Viktoria, two liners, which were a bit larger, but also slower. Shortly before the war 1912-1913 the Hapag decided to build two express liners of 50,000 register tons gross, the Imperator and Vaterland. In 1914 a third liner of this class, the Bismarck, was built.

The North German Lloyd then held a strong position in passenger traffic across the North Atlantic. Its aim was that two liners should be on their way to America, whereas a third and fourth should unload in Bremen and New York. This fourth express liner Kronprinzessin Cecilie, which crossed the Atlantic the first time

in 1907, was hailed as "Queen of the Sea." Not only the regularity of the weekly express service, but also improvements in the interiors of the ships stimulated the Norddeutscher Lloyd towards constant improvements. Remarkable are the new improvements in the third class, the company proving here its understanding of the social demands of the times. The Kaiser Wilhelm der Grosse was a representative emigrant ship and proved to be a great success.

Good Recovery.

After the war Germany had to surrender nearly her whole fleet. All that was left to the Norddeutscher Lloyd was a tonnage of 57,000 tons gross, the largest ship being the Grussgott with a tonnage of 700, now serving as tender in Southampton. But in spite of all hardship and difficulties the recovery of the German company progressed rapidly. In 1928 news ran through the world that the Norddeutscher Lloyd in Bremen had placed orders at two German dockyards for two express liners, each of about 60,000 register tons gross. They were to be the fastest ships of the world, and cross the ocean in about 4½ days. These—the Bremen and Europa, together with the Columbus (32,565 tons gross), which has recently been fitted with new engines to increase her speed—now maintain the fastest ocean service of the world on the route Bremen-New York, along which 50 years ago the Norddeutscher Lloyd sent its first express liner. Both have gained the "Blue Riband." They have been acknowledged as an achievement of the highest order, both as regards the technical construction and the interior decoration.

COASTING TRADE.

Foreign Enterprise in British Shipping.

The question of foreign enterprise in British coastal shipping, made important, of course, by the big trade which the Dutch motor barges and auxiliaries do to the River Thames and then round to various points on the coast, is coming up for discussion again and indeed it is never very far from the surface.

The rather surprising statement has been made that half our British coastal shipping is carried on by foreign ships which, if it can be substantiated, is a very serious matter and certainly one that calls for attention by the legislature, at least to the extent by which Britain's foreign competitors are handicapping British ships. Any interference with shipping, even the protection of the coasting trades, has constantly been proved by experience to possess very patent disadvantages, but sometimes it is necessary to swallow such disadvantages in order to rectify an impossible position.

It is stated on the good authority of somebody engaged in the coastal trade that a British 200-ton ship which goes to Antwerp pays £9 in dues, against the £3 of a similar Dutch or Belgian ship coming to the Thames. The difference in wages also comes in, but that is a matter which cannot reasonably be adjusted with reference to foreign owners; it is a matter for the British owners and Unions to contrive between themselves. On the other hand, nobody could complain of any unfairness if Britain applies just the same laws which obtain

GATEWAY TO THE SEA.

Doom of Dockland
Landmark.

One of the landmarks of London's Dockland is to disappear in a local improvement scheme, and its passing will sever yet another link with the days of the sail.

The Export Dock gate of the West India Docks is to be demolished after 130 years, making way for new timber sheds to house hardwoods from America and other timber fields on distant Western ocean routes.

The West India Docks were the first locked docks in the country and, therefore, the first at which the bond system could be worked. In those distant days the docks were surrounded by fields still under agriculture and vast quantities of merchandise were lost by pilfering. The "Light Horsemen" were an organised gang who specialised in stealing liquor. Crime, even at that distant time, was a specialist occupation.

There were no police to guard the premises and an occasional watchman would have been ill-advised indeed to attempt interference with organised robbery.

With the turn of the century the authorities decided to fortify the West India Docks against the depredations of robber gangs and the Government, having capital in the Chartered West India Dock Company, lent ready aid. Great walls, three feet thick, were built, partly by convict labour. Watch-houses were erected and troops stationed within.

Impregnable.

The high wall, surmounted by an iron railing and a 20-ft. ditch with six feet of water, protected the Import Dock. The Export Dock, though not quite so impregnable, was also surrounded by a high wall in which the now-doomed gateway—a structure of four massive grey granite pillars joined by wrought iron gates—provided the sole entrance.

Modern requirements have added another dock to the two which existed at the beginning of last century, and ships no longer need the Limehouse basin in which to turn from Import to Export Docks. The cuttings which joined the docks to the basin are filled in and the basin itself is being slowly filled with rubble. The main dock road has been diverted from the old Export Gate and the necessity for its existence has disappeared.

The gateway has served its purpose, and its place will be taken by a vast modern timber shed designed more for utility than ornament.

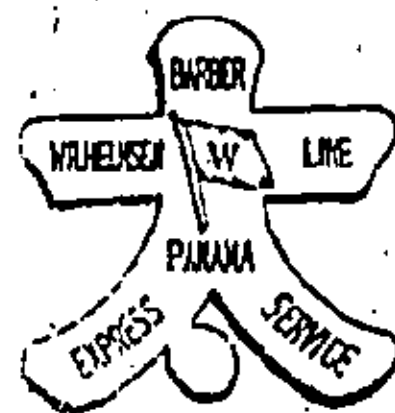
abroad and the British coasting trade is of such vast national importance, both from an economic and naval point of view, that something certainly ought to be done to rectify the present most unsatisfactory position.

It must be mentioned in fairness that the Dutch have won their position by their energy and up to date material; they are one of the few countries in Europe who do not exclude foreign ships from their coasting business.

Announcement

Of two new liners—the President Hoover, and her sister-ship, the President Coolidge, great flag ships of the President Liner fleet, now added to the Orient-New York via California service. They are the largest electric liners ever built, stream line, fast, and without peer for luxurious accommodations! French and Art Moderne Suites as complete as town apartments. All staterooms are outside and larger than ever before. Reservations are now being made for the Maiden Voyages . . .

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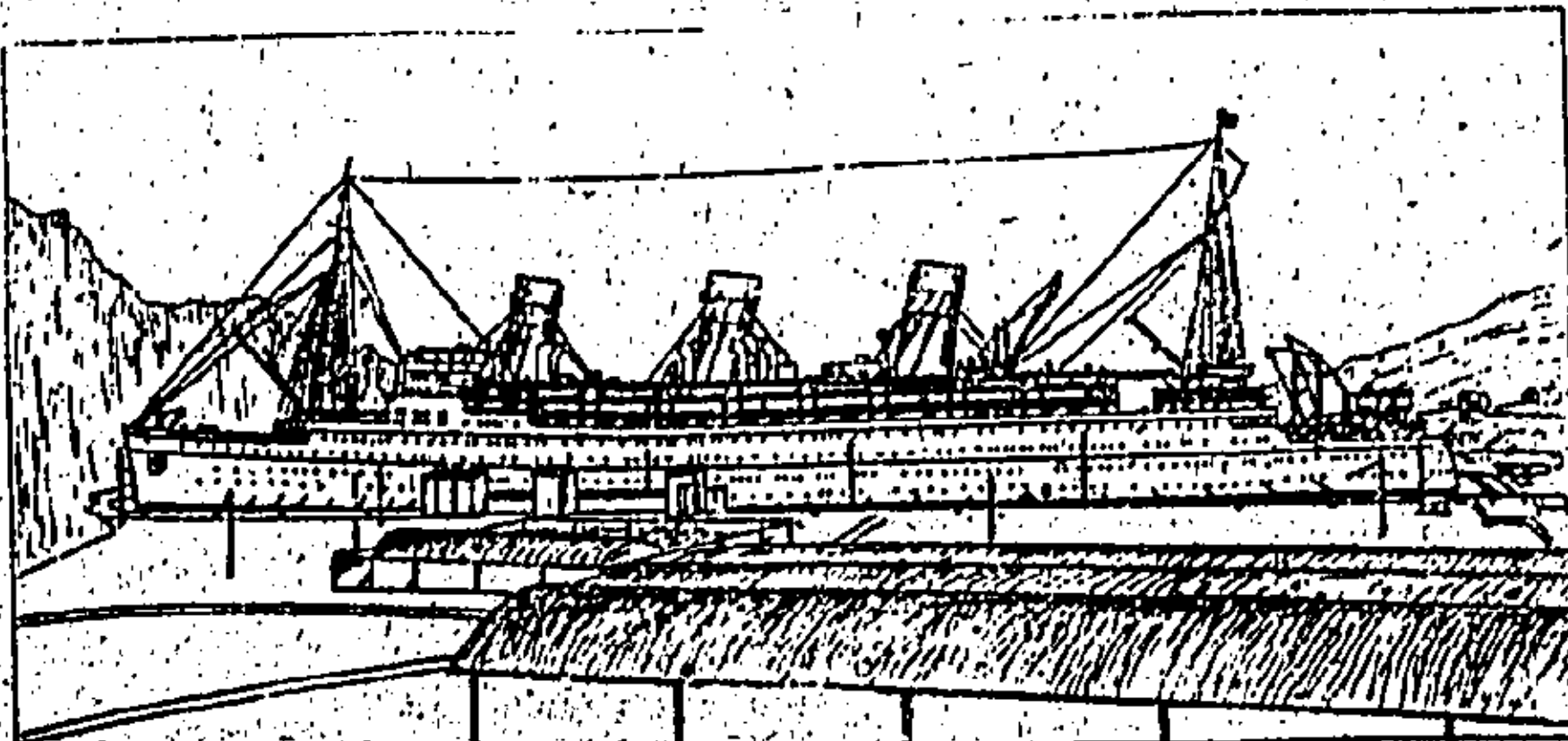
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Kindly send enquiries to the Chief Manager.

R. M. DYER, P.S.C., M.I.N.A., Kowloon Dock, Hong Kong.

WATER RETURN.

Three Reservoirs. Now Level.

The level and storage of water in the reservoirs on July 1, 1931, were as under:

City and Hill District.	1930	1931
Tytam	7' 0" B	20' 2" B
Tytam Bywash	12' 5" B	20' 5" B
Tytam Intermediate	9' 9" B	L.I.
Tytam Tuk	41' 5" B	24' 5" B
Wong Nei Chung	20' 8" B	25' 2" B
Pokfulum	15' 10" B	6' 2" B
(Note: B. denotes "Below Overflow"; A. denotes "Above Overflow"; L. denotes "Level with Overflow").		
Storage in millions and decimals of gallons.	1930	1931
Tytam	827.80	174.08
Tytam Bywash	7.70	8.00
Tytam Intermediate	150.70	195.00
Tytam Tuk	603.75	890.50
Wong Nei Chung	9.40	6.55
Pokfulum	32.32	62.54
Total	1,540.82	1,310.07

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of June.

Consumption per head per day . . . 25.7

* Includes 64.14 million gallons from Mainland.

* Includes 88.22 million gallons from Mainland.

June, 1930.—Constant supply during the whole month to district North of Queen's Road between Murray Road and Eastin Street. 12 hours supply (6 a.m.—9 p.m.) in all other districts from June 1 to 17 inclusive. 10 hours supply (5 a.m.—9 p.m.) in all other districts from June 18 to 30 inclusive.

June, 1931.—Constant supply throughout the City, Hill and High Level Districts during the whole month.

Kowloon.	1930	1931
Kowloon Reservoir and Bywash	7' 0" B	L
Shek Lai Pui Reservoir	8' 1" B	L
Reception Reservoir	2' 7" B	1' 9" B
Storage in millions and decimals of gallons.	1930	1931
Kowloon Reservoir and Bywash	278.88	436.50
Shek Lai Pui Reservoir	85.91	116.10
Reception Reservoir	20.40	28.53
Total	385.19	581.13

Consumption of water in Kowloon in millions and decimals of gallons during the month of June.

Consumption . . . 135.14

Estimated population 175,780

Consumption per head per day . . . 25.6

Constant supply in all districts during June, 1930 and 1931.

The Government Analyst's reports show that the quality of the water is satisfactory.

* Total rainfall June 30, 1930, 51.42; June 30, 1931, 36.53.

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STUBBS ROAD MOTOR SMASH.

Sing-Song Girl and
Her Friend.

EVIDENCE AT INQUEST.

At the resumed inquest on a Chinese passenger and driver involved in the recent motor tragedy in Stubbs Road, held before Mr. Williams at the Central Magistracy yesterday, one of two sing-song girls who were passengers at the time gave evidence. She said that she sat alongside the driver, Wong Ka-chee. There was no conversation before the crash. The car swerved and hit the bank. She was thrown out, suffering minor injuries which necessitated her removal to hospital. There she saw Wong Ka-chee, who said he was at fault, together with the others in the car. He also threatened to commit suicide. Later she heard that he had done so.

Replying to Mr. Hin-shing Lo, witness said that Wong Ka-chee had driven her about on many previous occasions. She did not know what his experience as a driver was, but he always appeared to be steady.

Driver Blamed.

Dr. Edward Law described the scene when he arrived. He heard one of the two women blame the man he took to be the driver for the accident. He also heard Wong say to Tai Hon-nam, owner of the car, that the brakes were faulty. Tai replied that they were all right. Witness first saw the car going uphill, at about ten miles an hour. He did not notice anything unusual about it or the occupants.

Lysol In A Bedroom.

Traffic Sergeant Guild said he was in the Government Civil Hospital when Wong Ka-chee was brought in on a stretcher. Acting on a report, he went to the Empress Hotel, and in a room there found a mug containing some liquid and a bottle of Lysol.

Witness also described skid marks at the scene of the accident. It was his opinion that the car hit the left bank at a tangent, rebounded to the right side of the road, and then turned round again to the left, remaining in an upright position.

The inquest was again adjourned.

FALL'S DEFEAT.

Judge Refuses to
Suspend Sentence.

Washington, July 14.
The final defeat in his long struggle to escape prison came today to Albert B. Fall; Harding's Secretary of the Interior. Justice Bailey, in the District Court of Columbia, refused to suspend sentence because of Fall's illness. He has not asked a Presidential pardon. President Hoover's censure of the man who "betrayed" Harding was taken as an indication that any appeal to him on Fall's behalf would fail.

PICKPOCKET IN THEATRE.

Caught in the act of picking a student's pocket at the Kwong Chiu Theatre in Kansu Street, Au Cheung was charged at the Kowloon Police Court this morning. He pleaded "not guilty."

Inspector Clarke said that accused was one of a gang who made a habit of hanging around the theatre for this purpose.

Six weeks' imprisonment was imposed.

COLLAPSE OF GOLD.

(Continued from Page 1.)

many as a result of the decision of the board of the Bank for International Settlements to extend the discount credit of £20,000,000 to the Reichsbank, and of the measures taken by the German Government to allay nervousness.

A report from Berlin states that outwardly there was little excitement yesterday. The urgency of immediate assistance for Germany is, however, fully recognised, and fresh hopes have been raised by the prospect of an interview in Paris and Berlin by the Foreign Secretary Mr. Henderson.

The Times says that, happening at this moment, "Mr. Henderson's journey becomes a mission of international understanding, and will signify an act of courtesy and goodwill towards two countries whose continued rivalry and antagonism would keep Europe perpetually separated in hostile camps, but whose friendship will mean more than any other single factor in ensuring general stability. If the Foreign Secretary's journey is followed by a visit from German Ministers, to Paris, no Government will rejoice more than the British Government. If France and Germany could, once for all, each regard the em-

STOP PRESS

New York, Yesterday.

The Hungarian trans-Atlantic flyers were sighted at 10 p.m. by the Norwegian liner Stavanger Fjord, 54.08 North, 37.50 West. The vessel also intercepted a wireless message saying that all was well. — Reuter's American Service.

barrament of the other as an opportunity for giving some help rather than for taking an advantage, the gain to both of them and to others would obviously be immense."

After reviewing the events, the Times says it is plain that political considerations are still preventing any effective aid from being lent to Germany in her hour of crisis, and proceeds: "Even now, at the very end of the eleventh hour, it is surely not too late to hope that broader views and saner counsels will prevail. However passionately French public opinion may be attached to the guarantee, more far-sighted members of the Government must be asking themselves whether the attempt to export political concessions from Doctor Brüning in return for financial help, even if it were momentarily successful, would not in the long run defeat its own ends, because repercussions on German public opinion would almost inevitably render the position of the Chancellor untenable."

The Morning Post says the race to avert disaster in Germany, which would have widespread repercussions, is a race against time. "The difficulties which Doctor Luther has encountered have apparently been less of an economic than a political character. The main obstacle has been the adamant refusal of the German Government

OUR LITTLE "SLAVE GIRLS."

Rap on the Knuckles
for Hong Kong.

BUNKUM IN COMMONS.

Following from United Empire (Journal of the Royal Empire Society) is an example of what is served up for the palate of the "unco guid" at Home.

The difficulty of the task of destroying the "last remnants of slavery" under the British flag was made manifest in the House of Commons, when Sir John Simon, on the Colonial Office Vote, drew attention to the Mui Tsai system in Hong Kong. The pretence that the purchase of little girls for domestic purposes is part of the Chinese custom of adoption deceives no one.

"These little girls," said Sir John, "were in fact frequently the subject of a bill of sale, just as negro slaves were in the 18th century in the West Indies and in the Southern States of America."

Dr. Shiels, on behalf of the Government, showed that measures were being taken to hasten the end of a system which, he said, in practice is indistinguishable from slavery. "Every loophole for possible evasion of the Mui Tsai regulations has been closed."

Mr. Amery congratulated the Government on what they have been able to do, and Mr. E. T. Campbell expressed the view of the whole House when he said they wanted Hong Kong to know that they regarded Mui Tsai as "a scandal which must be stopped." It is a scandal which, as Mr. Amery said, a large body of Chinese opinion itself recognises.

to agree to the stipulations of France. A brighter outlook, however, is foreshadowed by the report that a compromise acceptable to both parties, may now be reached through the medium of Mr. Henderson. There can be no loan or other concerted measures without Franco-German understanding, and the simultaneous presence in Paris of Mr. Henderson and of the American Secretary of State, Mr. Stimson, both of them anxious to establish an agreeable settlement, affords strong ground for hope that further obstacles and delays may be eliminated."

The Manchester Guardian, which is also hopeful of favourable results of the Henderson and Stimson visit, and of the report that Signor Grandi is taking part in the negotiations, is severely critical of France, whose terms it says "are not financial considerations dictated by prudence, but political advantages promoted by selfishness. The effect of her policy would be to make Germany not a better, but a worse neighbour."

The Daily Herald reports that the German Government is endeavouring to make concessions to France by slowing down work on two pocket battleships under construction, refraining from beginning others that are contemplated, and delaying direct action regarding the customs union with Austria. The Herald adds that the suggestion will almost certainly be rejected by France as inadequate. Abandonment of both projects is demanded.

The Daily Telegraph says Mr. Henderson's visit may prepare the way for action by the Governments where the unsupported operation of the Central Banks may not suffice.—British Wireless Service.

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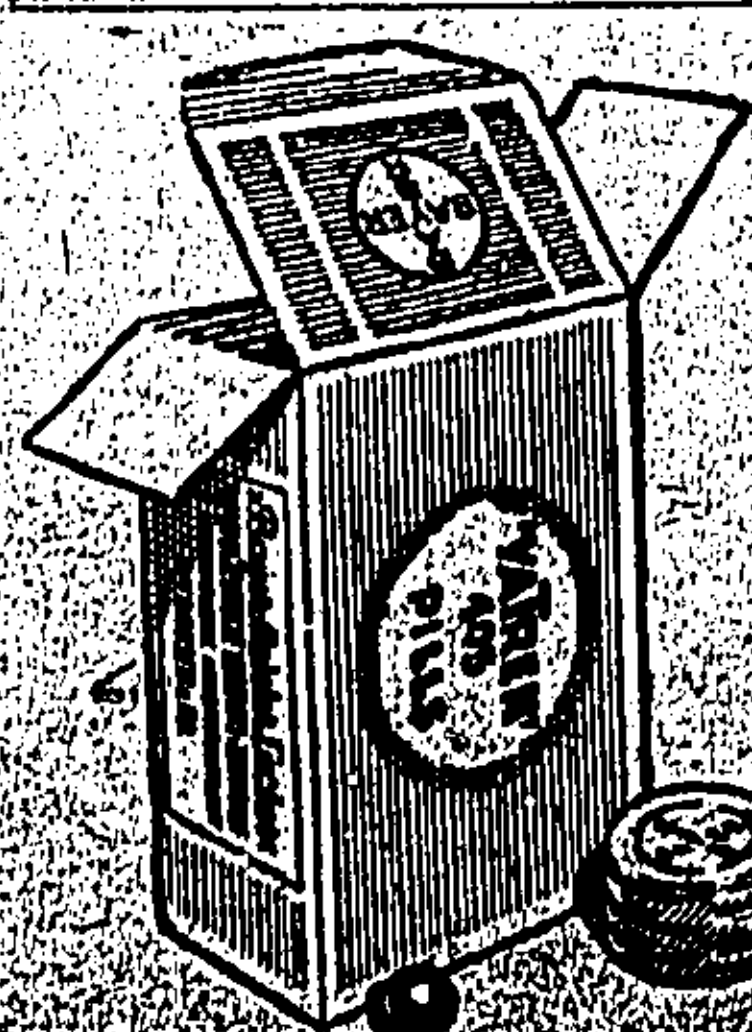
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